







Photo of Southeast Shore By Victor Ovalle



ACKNOWLEDGMENTS

The Trail Foundation

Austin Parks Foundation

The City of Austin:

- Parks and Recreation Department
- Public Information Office
- Austin Transportation Department
- Watershed Protection Department
- Public Works Department
- Neighborhood Planning, Planning and Development Review Department
- Arts in Public Places Program, Economic Development Department
- Austin Energy

Stakeholder Groups:

- Bike Austin
- Rogue Runners
- Austin Runners
- Sierra Club, Lone Star Chapter
- Travis Audubon Society
- Texas River School
- The Wildflower Center
- Expedition School
- The Ghisallo Foundation
- Hostelng International Austin
- EpicSUP

Adjacent Multifamily Property Owners:

- AMLI Lakeshore Apartments
- Lakeshore Pearl Apartments
- RiverView Apartments
- South Shore District Apartments
- 1818 Lakeshore Blvd. Homeowner’s Association

Consultants:

- McCann Adams Studio, urban design and park planning
- Urban Design Group, civil engineering

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# Executive Summary

## Background

In response to the pending completion of the Boardwalk and the increased number of trail users in the area, The Trail Foundation (TTF) hired McCann Adams Studio (MAS), an Austin-based urban design and planning firm, to develop a master plan for the Roy Butler Trail traveling through the “Southeast Shore” of the Lady Bird Lake Metropolitan Park. This segment of the trail is the 1.5-mile stretch of the roughly 10-mile Lady Bird Lake trail loop: it connects the easternmost segment of the Boardwalk as it lands near Lakeshore Boulevard to the bridge and dam at Pleasant Valley Road, which connects the Southeast Shore to the Holly Shores/Edward Rendon, Sr. Park at Festival Beach.

## Purpose of the Master Plan

This, the Southeast Shore is about 31 acres, and it is the only remaining area of this metropolitan park without a master plan. It is important for the City of Austin (City) to have a community-supported, Council-master plan in place that can guide the design, construction and maintenance of future improvements. The Master Plan recommends approximately \$27 million of improvements across five key areas or “character zones” of the site, as described below. (Please see page 26 for the budget estimate breakdown, per zone.)

If adopted, the Butler Trail at Lady Bird Lake Southeast Shore Master Plan would provide the basis for such projects and improvements to be funded through the City’s Capital Improvement Program (CIP) and through other sources, such as The Trail Foundation, the Austin Parks Foundation, and other non-profits, as well as through the private sector. PARD has brought the draft Master Plan through the public review process and will soon present the plan to the City Council to consider its adoption.

## The Master Plan Area Today: Overall and the Five Character Zones

Today, most of this area of the Park is characterized by relative calm and sense of being out of the fray –where one can feel surrounded more by nature than the city. This is a quality that many members of the community greatly value and want the Master Plan to preserve and enhance: the sense that this park and the experience of being on the trail is first and foremost one of refuge and tranquility – a place that promotes both mental and physical well-being. The Master Plan respects this core value, and many of the recommendations are aimed at reinforcing this quality, which also supports the Imagine Austin vision of bringing and keeping “nature in the city”.

In addition, the Trail, now greatly improved by the Boardwalk, provides key connections from this Southeast part of town to Downtown, not only for recreation users, but also for the commuting and general traveling public. The Trail and the surrounding park areas need to be upgraded – in some cases widened and/or stabilized - to make key connections: within the park, to nearby streets and to nearby trails, such as the relatively new Country Club Creek trail, just east of the intersection of Lakeshore Boulevard and Pleasant Valley Road. The City’s 2014 Urban Trails Master Plan promote the use of

off-street trails in parks as true transportation ways, located in a safe and pleasant setting of public parks. This supports the “compact and connected priority program” of Imagine Austin.

This part of the Butler Trail along Lady Bird Lake is probably the most in need of general maintenance, as well as ADA improvements and trail continuity, both within the park and connecting to points along its boundary streets, Lakeshore Boulevard and Pleasant Valley Road. This part of the Lady Bird Lake Park has many of the same needs as other parts of the riverfront, such as invasive species control, shoreline restoration and revegetation, habitat protection and creation, water quality improvement and shade tree canopy addition.

In observing the existing conditions of the Park and the different kinds of experiences along the Butler Trail, different certain subareas or “character zones” were identified early on the project in order to help the community have discussions about what improvements, preservation and restoration were needed in each. These five character zones are, from west to east, area:

**The Boardwalk Landing Zone**, where the easternmost segment of the Boardwalk lands near Lakeshore Boulevard, with increasing trail activity;

**The Hostel Zone**, where International Hosteling currently leases a building from the City of Austin along Lakeshore Boulevard, and also a very busy of the park, with food truck and stand-up paddle-board concessions);

**The Peninsula Zone**, a unique, and relatively isolated and narrow projection of the Park and Trail into the river, and a place of wildlife habitat and refuge;

**The Basin Zone**, a large cove created by the dredging of this part of the river done in conjunction with the 1960s construction of Longhorn Dam.

**The Longhorn Shores Zone**, a long, north-south, largely open field immediately west of and parallel to Pleasant Valley Road, ending at Longhorn Dam.

(See Existing Master Plan Area Identifying the Five Character Zones on the facing page, right.)

## Community Aspirations

It is crucial to understand and integrate the community’s hopes and desires in developing any master plan, and this has been a key goal of the master plan project since its kick-off in Summer 2013. The City of Austin Parks and Recreation Department (PARD) has overseen the master planning process, and, over the last year, has conducted three community wide meetings, an online park and trail preference survey, numerous small group meetings with stakeholders, adjacent property owners, as well as with various City of Austin department staff, in order to understand existing conditions, desires for improvement and/or preservation (see photos right). The Trail Foundation Board and staff have been actively involved in every stage of the process and has been instrumental in soliciting input from its very large community of trail users. (Please see the Appendix: Public Engagement Documentation on pages 27 and 28 for more information on community and stakeholder meetings as well as a record of input received.)

## Guiding Principles

- Keep and enhance the Trail and Park as a tranquil refuge;
- Create shaded trails that respond to different users - including bicyclists, joggers and walkers;
- Make this part of the Park a place that all kinds of people at all ages of life may enjoy;
- Restore and protect the water’s edge to increase wildlife habitat opportunities, reduce erosion, improve water quality and increase the urban forest;
- Better connect this part of the Trail and Park to adjacent areas and parks;
- Calm the adjacent streets - Lakeshore Boulevard and Pleasant Valley Road - so it’s easier for pedestrians and bicyclists to move along and across them.

(See the Existing Conditions of Master Plan Area and Proposed Master Plan on facing pages 3 and 4.)



Community Meeting #1 - October 2013  
At Montopolis Recreation Center



Community Meeting #2 - January 2014  
At Fiesta Garden



On-The-Trail Input - January 2014



Community Meeting #3 - March 2014  
Open House at City Hall



# Five Character Zones





# Existing Conditions of Master Plan Area





[illegible]



# Parkwide Improvements

The major, parkwide improvements recommended are trail and park experience-related, environmental-related and boundary street-edge related. These parkwide improvements support the community’s six guiding principles established in the Master Plan. These are described below and are needed in all five zones of the Master Plan, however they are budgeted within the zones in which they are located, as described on page 26.

## Trail and Park Experience-Related Recommendations

The following park-wide recommendations address the first three guiding principles:

- Keep and enhance the Trail and Park as a tranquil refuge;
- Create shaded trails that respond to different users - including bicyclists, joggers and walkers;
- Make this part of the Park a place that all kinds of people at all ages of life may enjoy.

**Limit new concessions:** In order to maintain the overall tranquility of the Park, the Master Plan refrains from recommending any new concessions or for-profit, business operations - as there are many, adjacent private uses nearby that provide offer food and drink, watercraft rental, and other park-related amenities. In addition, there are concessions in the Park already, in the Hostel Zone, including the Hosteling International building, a stand-up paddleboard rental business and a trailer food business. (These three businesses are operating under leases from the City of Austin Parks and Recreation Department.)

**Increase vegetation:** To increase the pleasure, comfort and tranquility of the Park- and Trail-user experience, the Master Plan calls for increasing native and adapted vegetation throughout the Park, with special attention to provide fairly continuous tree canopy shade on the Trail. This additional vegetation will also help buffer the Trail from some of the more active areas on the Park, such as around the Boardwalk Landing and the Hostel Zone. It will also attract birds, bees, butterflies and other wildlife, intensifying the “nature” part of the experience for Park and Trail users.

**Provide Trail amenities:** Two new trailheads are proposed along this 1.5-mile-segment of Butler Trail in order to provide multiple starting points to the Trail, as well as provide amenities at key places where connections to other areas are important. There is already a new trailhead with public restroom, water fountains and terraced congregation and stretching area in the Boardwalk Landing Zone, implemented as part of the Boardwalk Project that opened in June 2014.

**Address different Trail users’ needs:** To address the different needs of different Trail users, a “dual trail” is recommended coming off of the Boardwalk Landing, that would allow commuting cyclists (and other “wheeled” modes) to separate from the main, foot traffic (walkers and joggers and recreational cyclists) on a hard-paved trail that connects to the “cycle track” network proposed along the park edge on both Lakeshore Boulevard and Pleasant Valley Road. Cycle tracks are on-street bike lanes that are protected from

moving traffic by some kind of barrier, such as a raised median, and often with car parking along the median edge facing the road. This recommendation is consistent with the 2014 Bicycle Master Plan Update, which proposes a system of cycle tracks throughout Central Austin that will attract riders of all ages and abilities, due to their safe and comfortable design.

**Create family and senior-friendly spaces and amenities throughout the Park:** Finally, to deliver a park that all kinds of people at all ages will enjoy, the Master Plan creates some new spaces that will attract both seniors and families with children – who are the most obviously missing cohorts using the park today. The primary park users tend to be those in the age range of 18 to 55 years old, and they are typically using the Trail for running, walking and recreational cycling. These new places in the Park that should attract a broad spectrum of types of people and ages are:

- the Lakeshore Field and the Palapa Overlook in the Boardwalk Landing Zone;
- the Picnic Meadow in the Hostel Zone;
- the protected, “bike-free” zone in the Peninsula Zone;
- the Habitat Cove, Cypress Hollow Picnicking Area, the Outdoor Classroom and Spring Feature Overlook with Native Orchard in the Basin Zone; and
- the Boat Launch/Fishing Pier, the Longhorn Shores Field, the Habitat Overlook and Informal Activity Lawn in the Longhorn Shores Zone.

## Trail and Park Experience-Related Recommendations

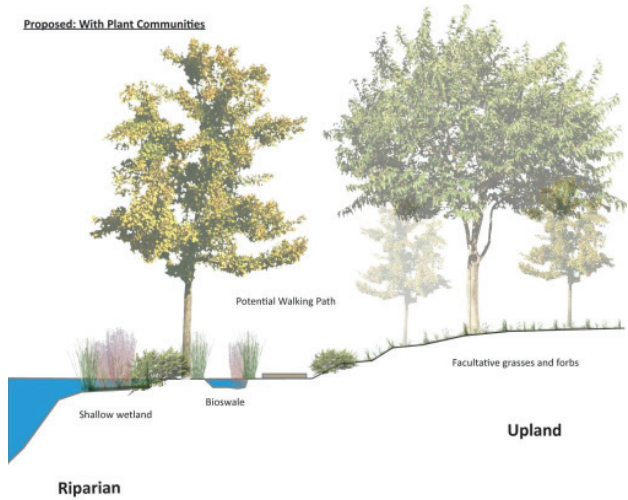
The following park-wide recommendation addresses the fourth guiding principle:

- Restore and protect the water’s edge to increase wildlife habitat opportunities, reduce erosion, improve water quality and increase the urban forest.

**Restore the shoreline edge:** Several stretches of the existing shoreline are degraded by erosion and by the growth of invasive plants, such as the very aggressive, tall and thick Arundo cane, that do not promote a healthy ecosystem or make for a pleasant experience for Park and Trail users. Sometimes the vegetation obscures all views to and from the Trail, hampers the flow of breezes and causes Trail users to feel unsafe.

Trail users want to be next to the water, and enjoy views and breezes, and be largely in shade during the many hot months in Austin. However, having a trail near the shoreline edge can actually worsen the water quality and the shoreline stability of a nearby waterway, as stormwater runoff sheets over the paving and into Lady Bird Lake, bringing with it pollutants as well as erosive effects, due to the pavement’s increasing the speed of the runoff. To address these two potential negatives, the Master Plan calls for reshaping or re-grading the trail and the existing shoreline edge to allow for stormwater runoff from the paving and the upland areas to be captured in a bio-swale on the shore-side of the Trail.

(See Cross-Section Showing Typical Shoreline Treatment with Trail below.) This drawing, by Michael Van Valkenburgh Associates landscape architects for the Edward Rendon, Sr. at Festival Beach Park Master Plan, shows how the shoreline would be reshaped and re-vegetated to allow for the Trail to co-exist in close proximity to the riparian edge. The Cross-Section calls for restoring the shoreline edge to protect it from erosion and to create slightly submerged, vegetated “banks” or wetlands, that, with native, aquatic plantings, will improve the Lady Bird Lake water quality, while enhancing wildlife habitat. Also important to this riparian edge restoration and to the comfort of the Trail user are the trees on either side of the Trail. This same conceptual approach to shoreline restoration is recommended by this Master Plan.



Proposed Plant Communities for the Edward Rendon, Sr. at Festival Beach Park Master Plan by Michael Van Valkenburgh Associates, Inc. Landscape Architects

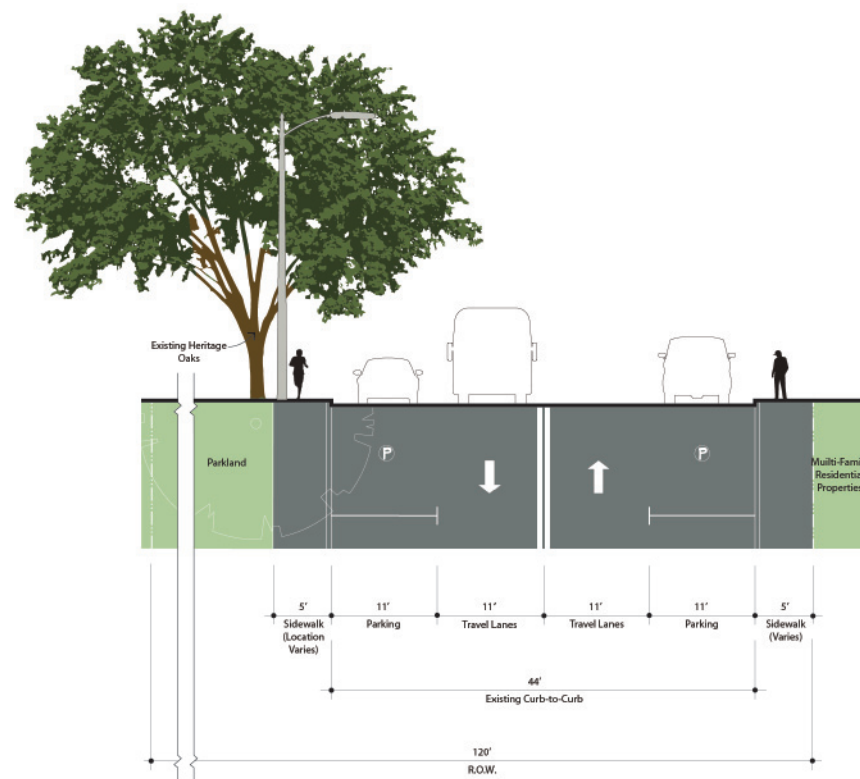
## Boundary Street-Related Improvements

The following park-wide recommendations address the fifth and sixth guiding principles:

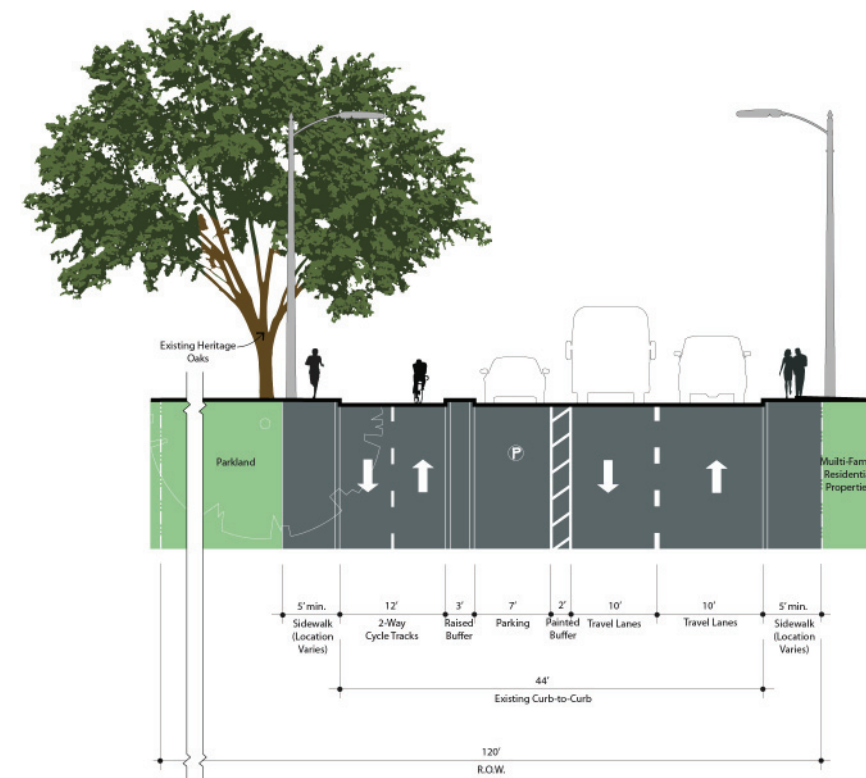
- Better connect this part of the Trail and Park to adjacent areas and parks; and
- Calm the adjacent streets - Lakeshore Boulevard and Pleasant Valley Road - so it’s easier for pedestrians and bicyclists to move along and across them.

**Redefine the existing roadway use zones in order to create safer and more comfortable conditions for all modes of travel, while creating a better park edge:** The Southeast Shore of the Lady Bird Lake Park is characterized by its narrowness: the distance between the water’s edge and the two boundary streets of Lakeshore Boulevard and Pleasant Valley Road varies between as little as 35 feet, at the intersection between the Basin and Longhorn Shores zones to as great as 175 feet at the southeast corner of the Park, as measured from the sidewalk at the intersection of the two streets. These two roadways form the entire south and east edges of the Park and - today and in the future - will exert a strong influence on it.

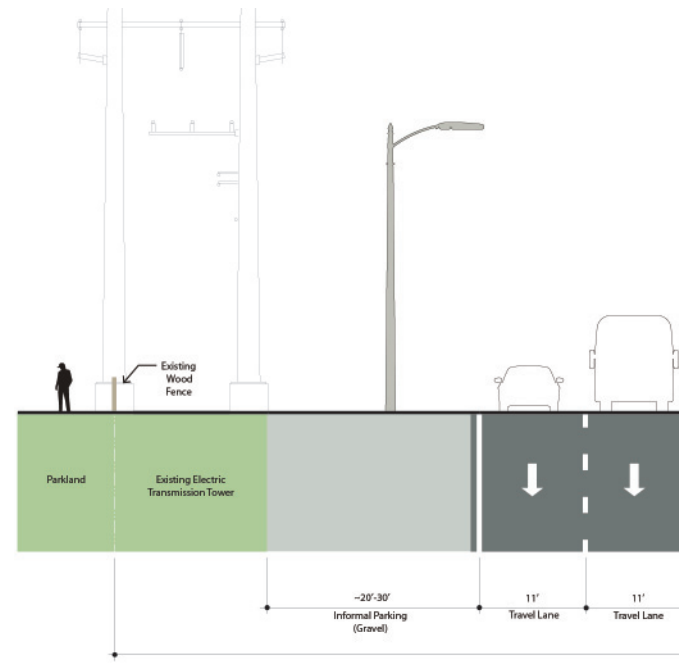




Existing



Existing and Proposed Cross Section of Lakeshore Boulevard Looking East



Existing



Existing and Proposed Partial Cross Sections of Pleasant Valley Drive

Lakeshore Boulevard has historically been a quiet street, but has recently witnessed the arrival of several major, new mixed-use, residential developments, with a total of about 5,000 residents expected over the next few years. There will be an increase in vehicular, bicycle and pedestrian traffic along this street, as well as an increase of pedestrian crossings and an increased desire to park along the street to access the Park. See Existing and Proposed Cross-Sections of Lakeshore Boulevard (left). The proposed cross-section shows the typical treatment at a “running” segment – that is – not at an intersection. Starting from the park edge, the existing sidewalk would typically remain, then a two-way cycle track is proposed for bicycles, then a three-foot wide raised median to separate the bicycle lanes from the roadway. Adjacent to this median is a parallel parking zone, then the two lanes of the roadway, with improved sidewalks along the southern edge of the street. Along both sides of the street, street trees would be added as needed to provide a continuous canopy of shade to benefit all travelers along this corridor, as well as enhancing the Park environment, and buffering it from the roadways.

The section of Pleasant Valley Road flanking the Park has historically been a somewhat faster-moving road, as there is parkland along both sides of the street, with only a few intersecting driveways on the eastern side of the road that lead only to Krieg Softball Complex and Colorado River Park. This results in vehicles having few conflict points with other vehicles (“friction”) along the roadway edges, allowing drivers to speed up substantially as they approach or leave the bridge at Longhorn Dam. See the Existing and Proposed Cross-Section of Pleasant Valley Road. The road currently has no sidewalks on either side, nor bicycle facilities of any kind. The Proposed Cross-Section addresses these lackings with a similar strategy to that proposed for Lakeshore Boulevard: After adding street trees and sidewalks on both sides of the street, a two-way cycle track is located along the western, Longhorn Shores Zone of the Park, with a median then - if possible - parallel parking along this edge. The City of Austin’s transportation department is studying alternative configurations of the street that will better accommodate bicycles and pedestrians, while maintaining and improving vehicular capacity. The Proposed Pleasant Valley Cross-Section illustrates one possible solution that has been discussed but not finalized with either the community or the City.

**Assure good connections to adjacent parks and trails, as well as to adjacent developments and destinations:** The Master Plan recommends that The Butler Trail connect with the following places:

- area sidewalks and bus stops;
- existing and proposed Lakeshore Boulevard and Pleasant Valley pedestrian crossings;
- Krieg Softball Complex and Colorado River Park;
- Longhorn Dam; and
- any new Lady Bird Lake crossings as proposed by the Edward Rendon, Sr. at Festival Beach Park Master Plan. (This Master Plan will soon be considered for adoption by the City Council.)

These connections are illustrated on the Proposed Master Plan on page 4, and are further highlighted within the Character Zone in which they fall.



# The Boardwalk Landing Zone

See Plan of the Boardwalk Landing Zone on right, and the overall, Existing and Proposed Cross-Sections that are cut through the entire parkland site and the Lakeshore Boulevard public right-of-way on facing pages 9 and 10.

With the Boardwalk Project, a connecting trail was extended from the Boardwalk to meet the existing, decomposed granite trail, just east of a generous, plaza-type landing. An ADA pathway now diverts from the main trail up (northward) to meet Lakeshore Boulevard and links two new, ADA-accessible, angle-in parking spaces on the street with the new public restroom and drinking fountains, located at the midpoint upward slope of the park. (See Photos 1 and 4.)

In the Boardwalk Landing Zone, the Master Plan recommends to:

**Departing from the Boardwalk Landing itself, create a “dual trail” connecting the landing with Lakeshore Boulevard crossing at the Tinnin Ford Road intersection.** A dual consists of two paths – one geared for foot traffic (walkers and joggers) which may be a “softer” paving surface, such as decomposed granite, one geared for “wheeled” users (bicycles, skateboards, scooters and wheelchairs), where are harder and smoother paved surface, such as asphalt or concrete is constructed. These could be two halves of a single path, or - as recommended in the Master Plan - two separate and parallel paths, separated by a vegetated buffer area but within visual contact of each other.

**Preserve and maintain the existing grove of heritage oak trees.** These, the “Centennial Oaks” were a gift to the City from the LCRA when the Longhorn Dam was constructed in 1960. These Live Oaks form a magnificent canopy over Lakeshore Boulevard and the westernmost portion of the southern edge of the Boardwalk Landing Zone, and are one of the major assets and identifying elements of the Southeast Shore. However, the trees are in need of routine care and maintenance, such as trimming of low limbs and dead wood, and removing ball moss. (See Photo 2).

**When the two-way cycle track is implemented, convert the two existing, angle-in parking spaces to parallel spaces.** This is suggested to reduce the conflict between vehicles backing out of these spaces and the new bicycle facility. See Photo 4 to see the complete angle-in, ADA parking.

**Re-grade the existing slope of the proposed Lakeshore Field, so that it is less steep and functions better for informal play, such as pick-up soccer games and Frisbee.** This would be accomplished by building a low, curvilinear retaining wall along the northern edge of Lakeshore Field, which will serve as a seat wall.

**Create an overlook that straddles the existing stormwater outlet to take advantage of great views and breezes across Lady Bird Lake.** A shaded deck structure, named the Palapa Overlook, is proposed in this area which today has picket fencing along the steep drop-off along the shore. (See Photo 3). This overlook and deck could accommodate small gatherings, such as birthday parties and receptions, and could provide movable furnishings that could allow for chess and checkers, conversations, working on a laptop, casual dining, etc.



1

View from Boardwalk Landing Looking East into Southeast Shore Area



2

View of Sloping Lawn Looking West



3

View of Existing Stormwater Outlet with Fencing



4

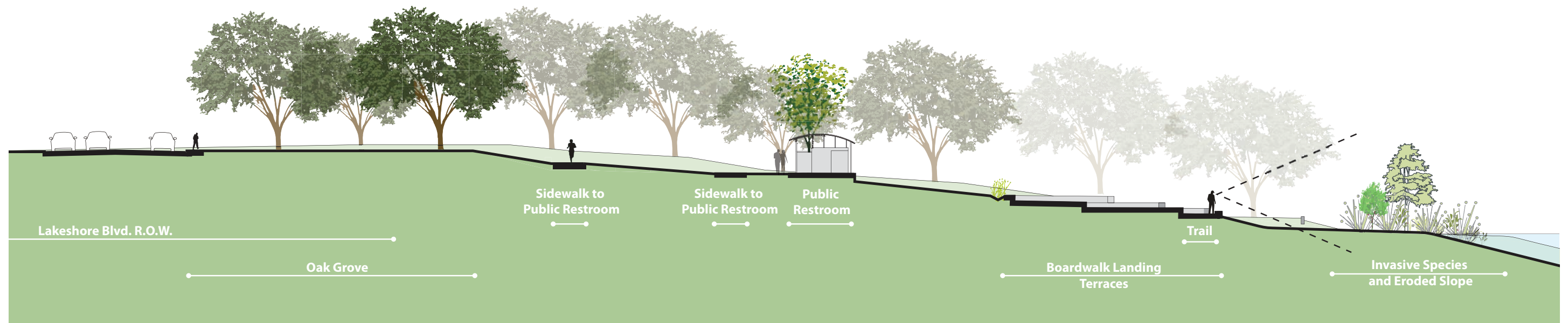
Handicapped Parking on Lakeshore Boulevard



# Plan of the Boardwalk Landing Zone





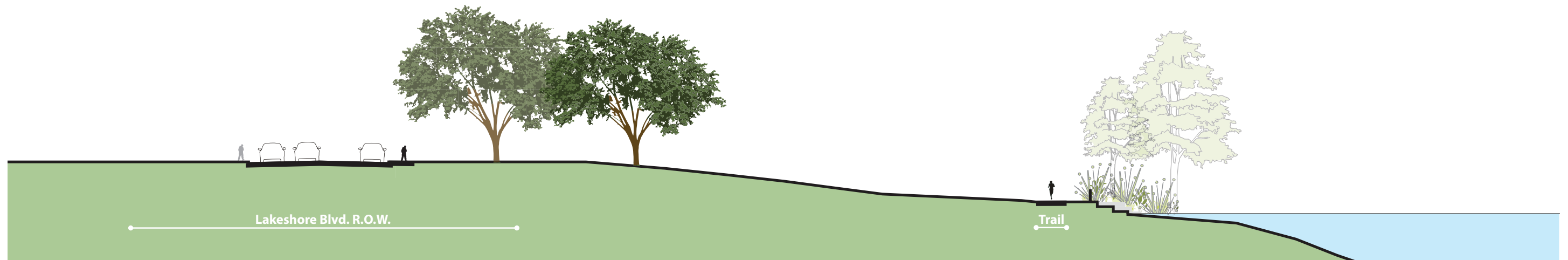


Existing Section at Lakeshore Boulevard (Looking West)

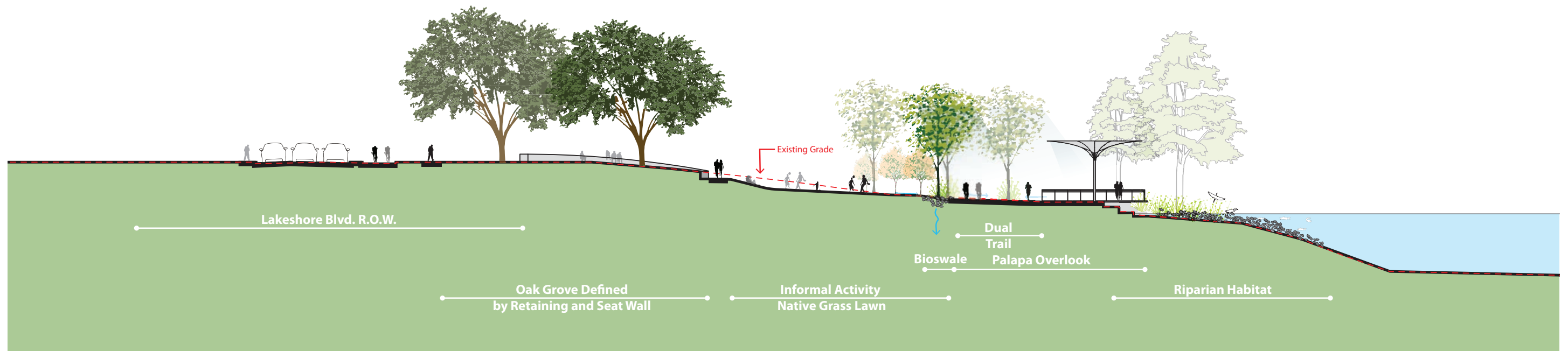


Proposed Section at Boardwalk Landing (Looking West). Existing grade is shown in red, dashed line.





Existing Section at Stormwater Outlet (Looking West)



Proposed Section at Palapa Overlook (Looking West). Existing grade is shown in red, dashed line.



# The Hostel Zone

See Plan of the Hostel Zone on right. This has traditionally been the most active area of the Southeast Shore with the International Hostelling building, the stand-up paddle board rental and the trailer food café just west of it. Today, these uses continue to attract many people, but primarily those between the ages of about 18 to 40 years old.

## In the Hostel Zone, the Master Plan recommends to:

**Provide a BikeShare station along the northern Lakeshore Boulevard sidewalk, where the Boardwalk Landing Zone meets the Hostel Zone, near the key intersection with Tinnin Ford Road.** This location is ideal for a bike rental station, as it serves the busiest area of the Southeast Shore, serving not only the Boardwalk area, but also the nearby hostel, with its many visitors, and the adjacent concessions. This location would also provide access for the many new residents to travel to Downtown for both work and play.

**Create an accessible trail along the north side of the Hostel that provides access to the proposed Picnic Meadow, as well as the planned pedestrian bridge over the drainage-way separating the Hostel Zone from the Peninsula Zone.** The Trail Foundation has funded the design and construction of this trail segment and bridge, so that Trail users are not obligated to use the Lakeshore Boulevard sidewalk to transition from the Boardwalk Landing Zone to the Peninsula and Basin zones. This will allow a more continuous and naturalistic shoreline trail experience.

**Renovate and maintain the existing building currently leased by the Hostel, as well as its associated, off-street parking area to improve the overall image of this zone, and extend the life of these facilities.** The building is in need of a facelift and would be vastly improved, both in function and aesthetics with the addition of weather-protected entrance canopy and attached shaded terraces or decks on the north and west sides with views to Lady Bird Lake.

**Create a family-friendly Picnic Meadow on the north side of the proposed trail alignment.** This space is a quiet meadow, protected by the Hostel building, as well as mature, shoreline trees along the shores of both Lady Bird Lake to the north, and the drainage slough to east. (See Photo 2.)



View of Existing Concessions next to Hostel



View of Picnic Meadow between Hostel and Lady Bird Lake



View of Hostel entrance



View of Location of Future Pedestrian Bridge Crossing Slough Looking East



# Plan of the Hostel Zone





# The Peninsula Zone

See the Plan of the Peninsula Zone on right. This zone is perhaps the most unique one along the Southeast Shore. In the late 1950s, the river was dredged to create more volumetric storage for flood waters upstream of the Longhorn Dam, and in doing so, the large basin and the adjacent peninsula were created, along with the unusually straight shoreline of Longhorn Shores that is clearly man-made. The Peninsula Zone is a favorite bird-watching area, particularly along its northwestern shoreline that comes relatively close to the Edward Rendon, Sr. at Festival Beach Park, on the north shore of Lady Bird Lake.

## In the Peninsula Zone, the Master Plan recommends to:

**Improve and widen the existing main Trail to 12 feet in order to access the existing Outlook, and from this point eastward to the tip of the Peninsula, maintain the Trail at a narrower dimension - no more than eight feet wide.** This recommendation is made to help preserve this area for wildlife habitat, particularly for birds (and quiet bird-watching). A bicycle dismount zone should be established for this narrowest part of the peninsula out to the existing Gazebo at its tip.

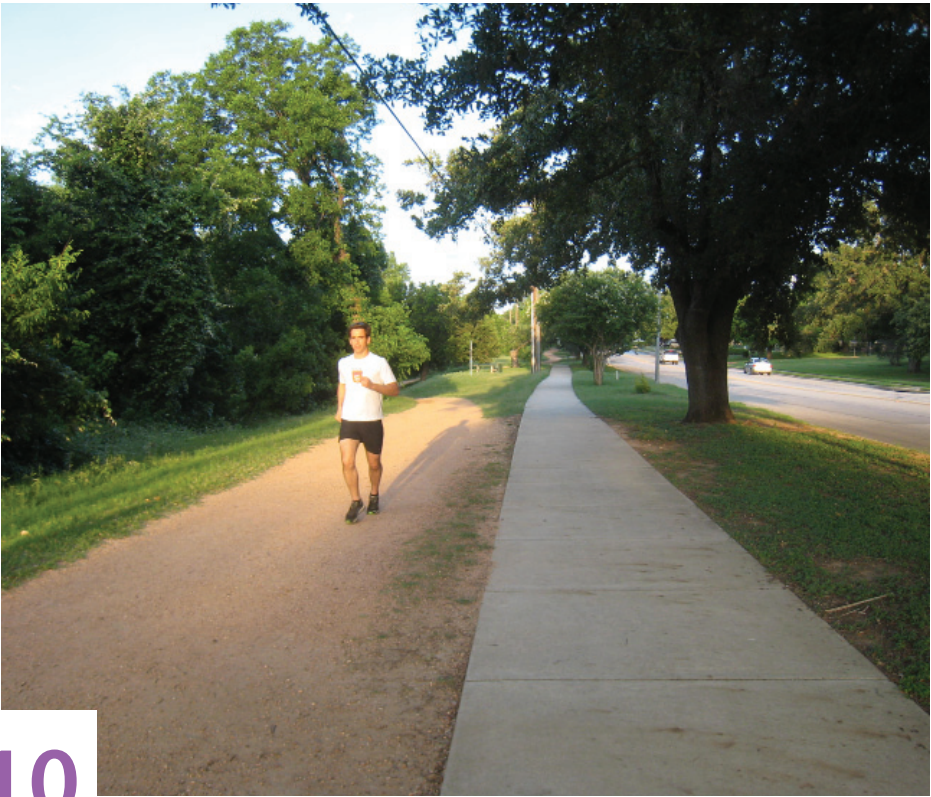
**Provide low trail lights along the Trail in this zone.** Due to its remote location and the fact that the this part of the Trail dead-ends at the tip of the peninsula, the sense of safety for early morning and dusk Trail users could be increased by providing discrete lighting along this particular segment of the Trail.

**Restore the two existing structures – the Outlook and the Gazebo.** These small-scale, open-air park structures appear to date from the 1970s and while pleasant places, are both in need of repair and continued maintenance. The Outlook would have expansive views to the west across Lady Bird Lake toward Downtown, if invasive vegetation were removed.

**Extend the wetlands of the Basin Zone to wrap northward along the eastern side of the peninsula and remove invasive species vegetation to address issues of erosion and improve habitat.** The shoreline areas of the Peninsula Zone are perhaps the most in need of attention, since this area is an important bird habitat.



View of Existing Overlook on Peninsula



Existing Trail and Sidewalk Along Lakeshore Boulevard Looking East



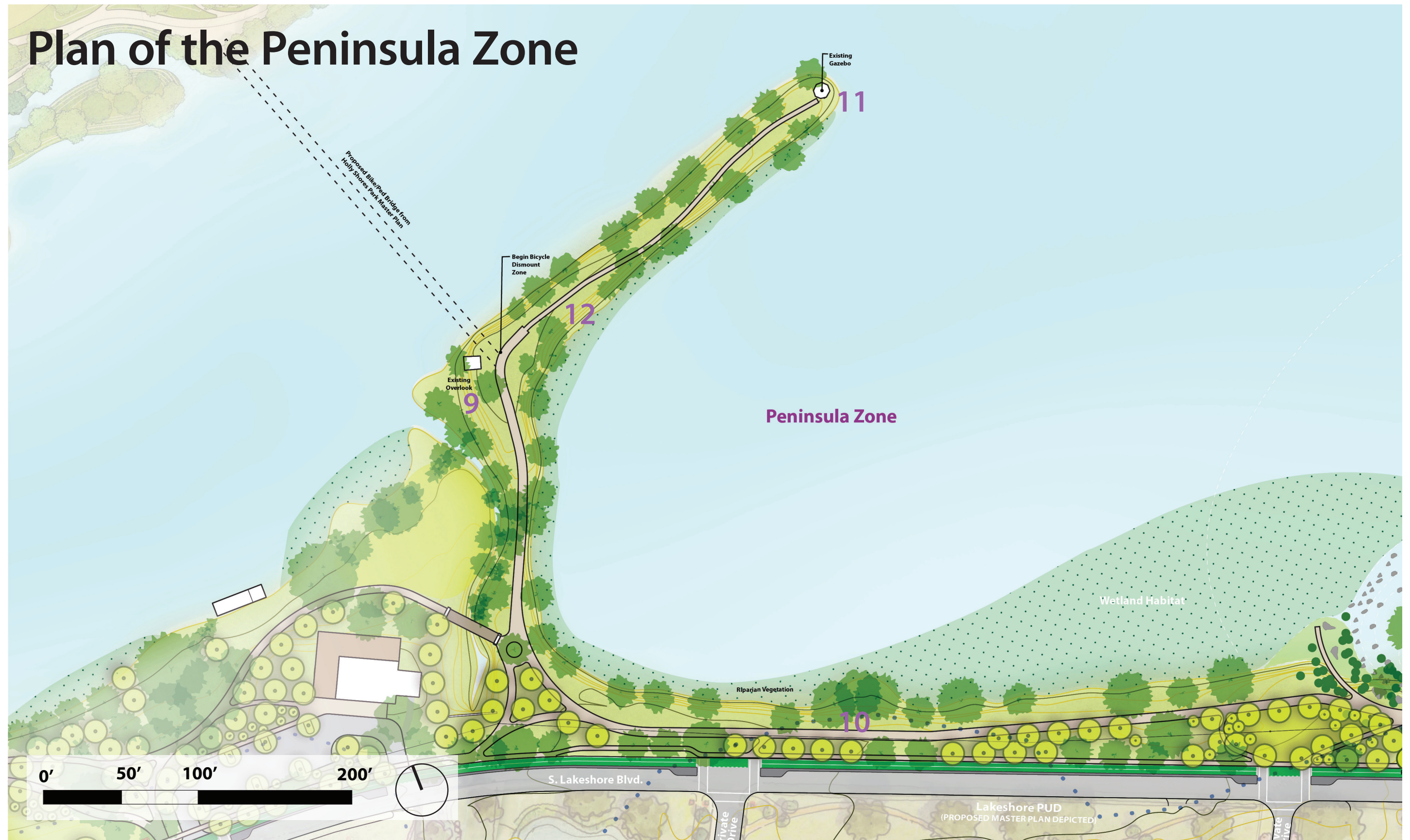
View of Habitat Island from Existing Gazebo



View of Bird Habitat Area inside Basin Looking Northeast



# Plan of the Peninsula Zone





# The Basin Zone

See Plan of the Basin Zone on right, and the overall, Existing and Proposed Cross-Sections that are cut through the entire parkland site and the Lakeshore Boulevard public right-of-way on facing pages 17 and 18. This was the most active area of the Southeast Shore, prior to the construction of the Boardwalk, with the International Hostelling building, the stand-up paddle board rental and the trailer food café just west of it.

## In the Basin Zone, the Master Plan recommends to:

**Along its westernmost segment departing from the Peninsula Zone, realign the Trail northward, toward Lady Bird Lake, so that it is separated from the Lakeshore Boulevard sidewalk with a vegetated area.** Today, along this very narrow portion of the Park, the Trail is very close to the sidewalk, and is even touching it. This recommendation is to detach the Trail from the sidewalk to allow Trail users to stay closer to the shoreline - for a more naturalistic experience, distinct and apart from the busy, urban street edge. See Photo 1.

**Improve the existing picnic area - the Cypress Hollow - and the trails leading to and from it, for families with children to enjoy this quieter, sheltered area of the Park.** This is a lovely spot that projects into the Basin, with a tiny, circular cove (Habitat Cove) on its western edge. While there are mature trees providing good shade, some of these are Hackberries, which are often short-lived. New trees should be planted around these trees, so that the future will be shady in this special part of the Park. A few more picnic tables should be placed in the Hollow, as there is only one today.

**Improve the edges of the Habitat Cove and its water quality, making this area a focal point for quiet, introspection and views across the Basin.** Currently, the shoreline edge of the Cove has been heavily eroded, and there are large fragments of failed concrete retaining walls along the shoreline that further degrade the look of this space. This shoreline edge should be laid back at a gentler slope, and possibly armored with gabions, so its edges are stabilized. A short and narrow pedestrian bridge should be constructed linking the Cypress Hollow to the tiny island created by a massive Bald Cypress tree, allowing Lady Bird Lake water to circulate under it to improve the flow and water quality of the Cove. See Photos 13 and 16 on page 15 and 19, respectively, and the Enlarged Section on page 17.



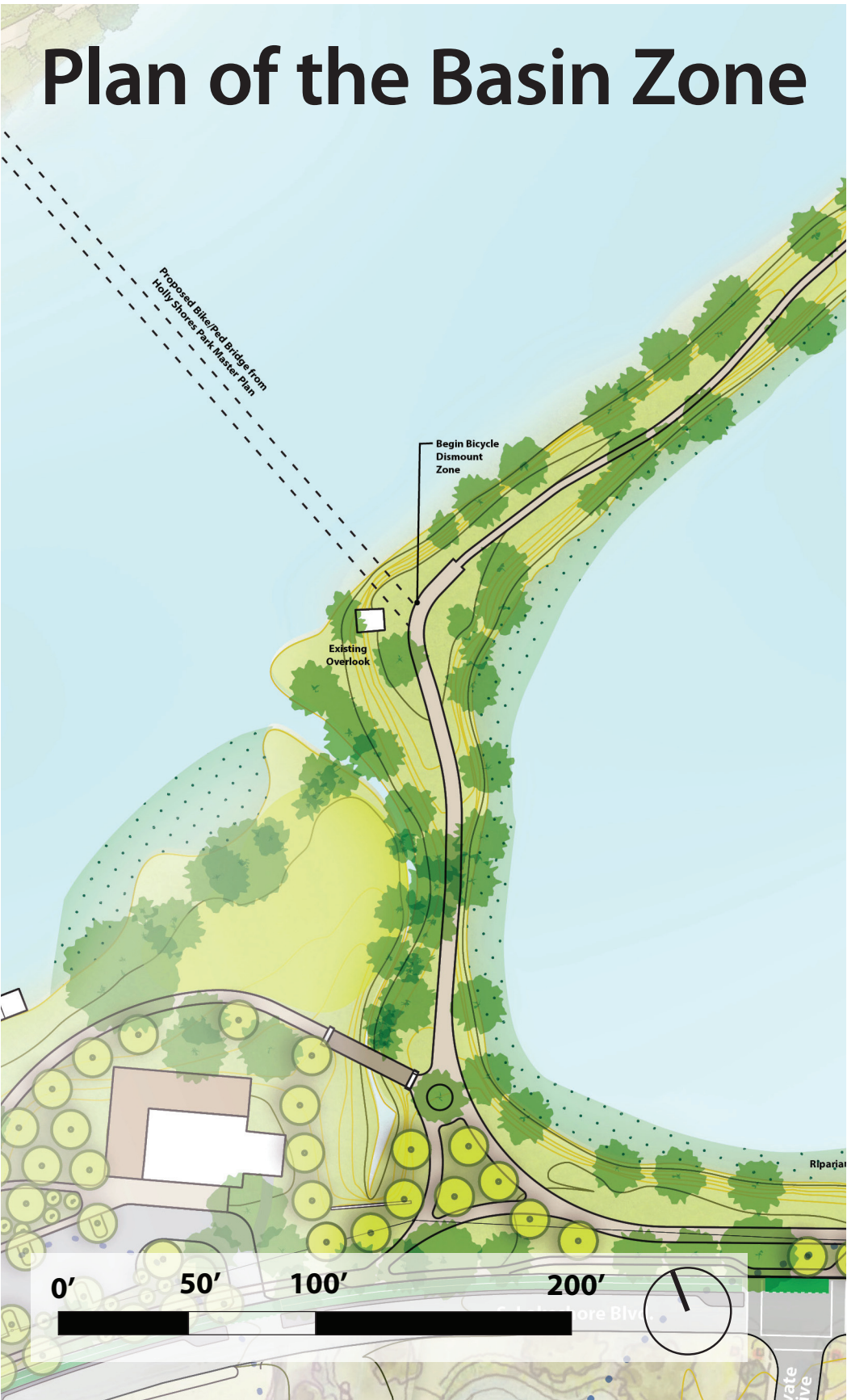
13

View of Wetland Habitat Looking North

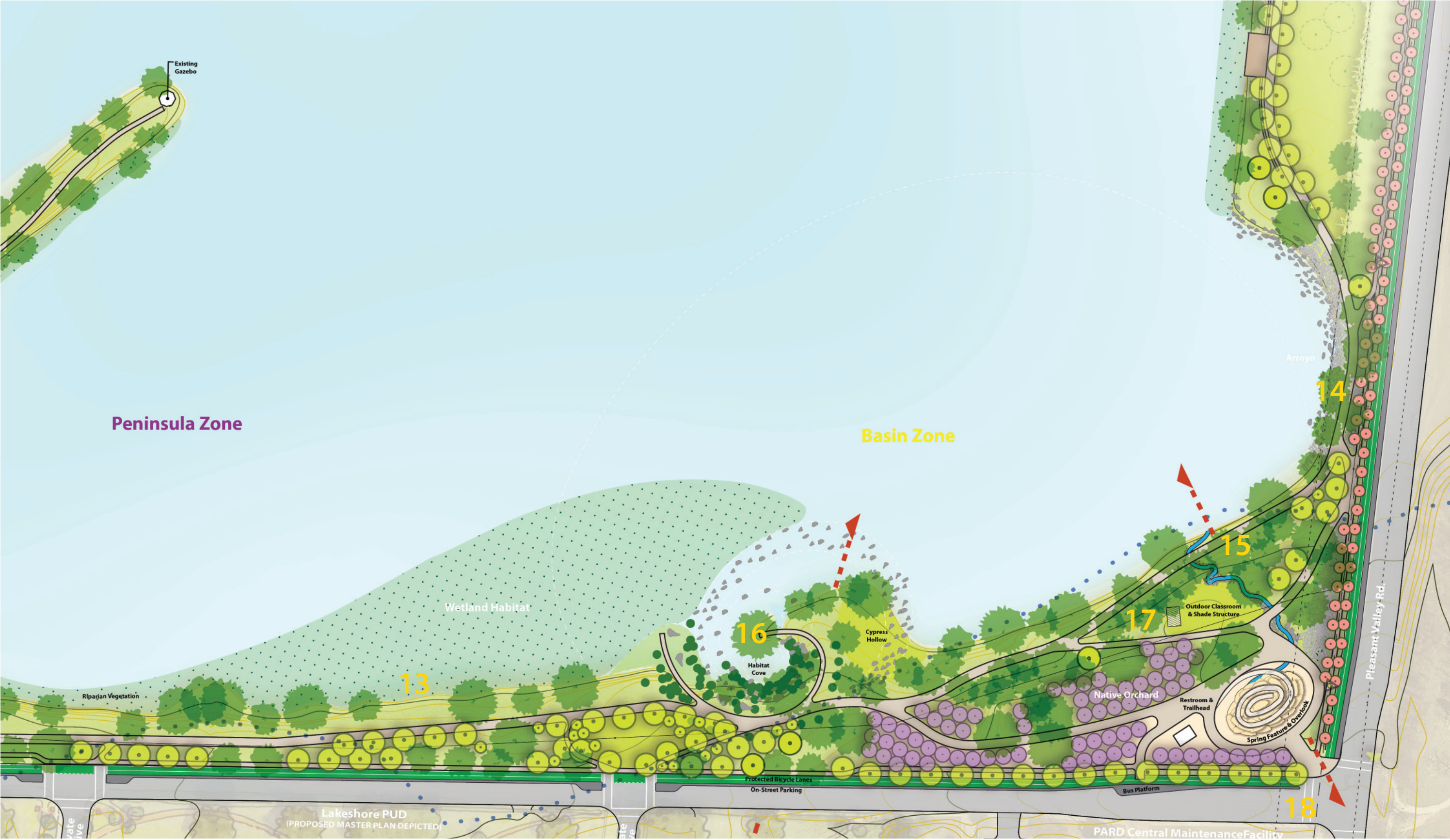


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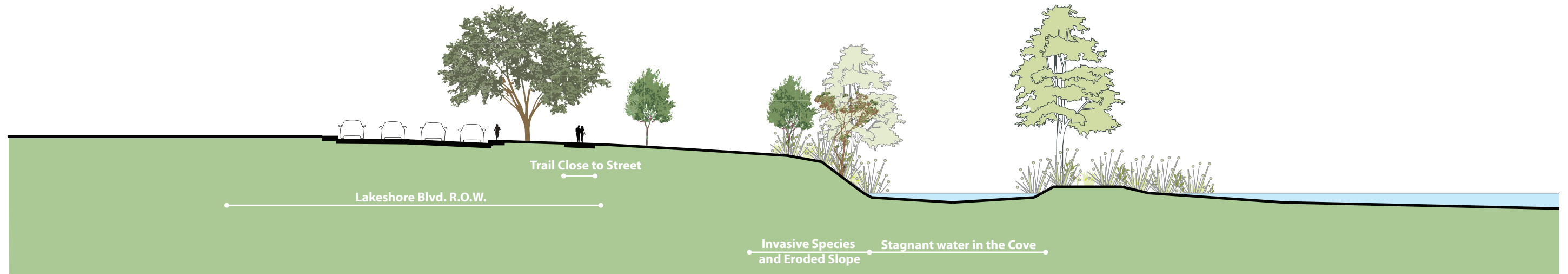
View From Trail Looking Toward the Basin



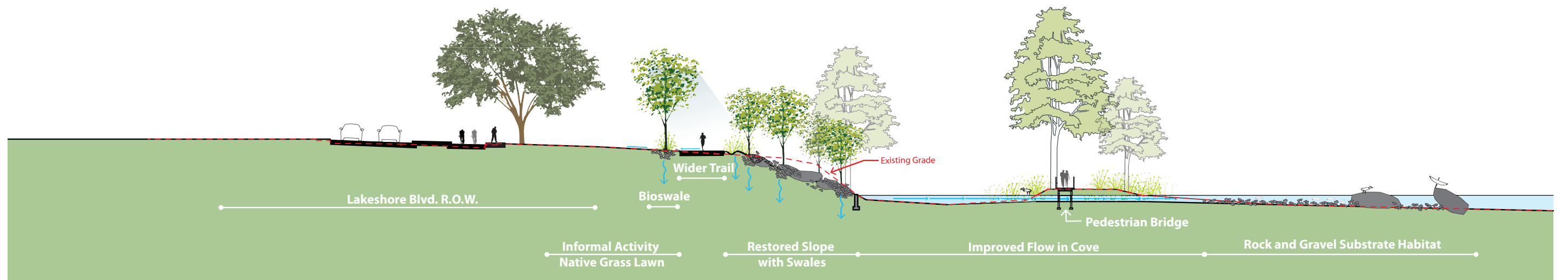








Existing Section at Habitat Cove (Looking Northwest)

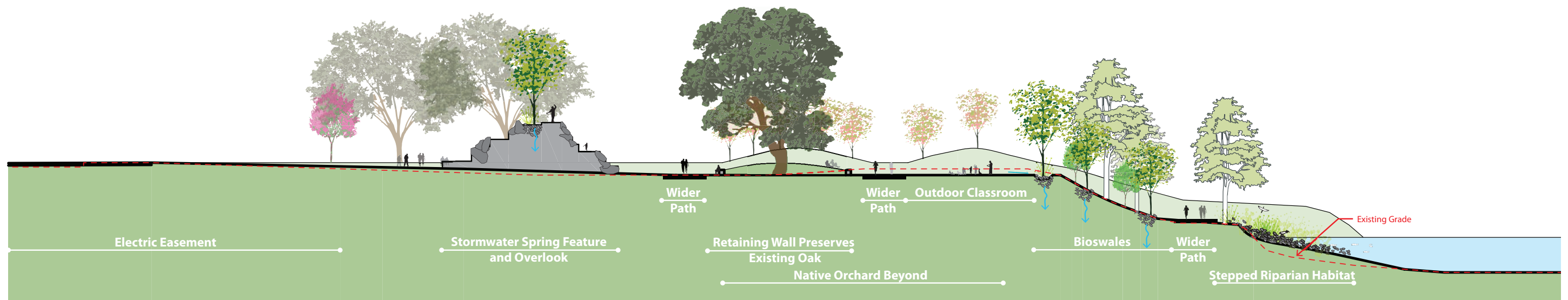


Proposed Section at Habitat Cove (Looking Northwest). Existing grade is shown in red, dashed line.





Existing Section at Lakeshore Boulevard and Pleasant Valley Road Intersection Trailhead (Looking West)



Proposed Section at Lakeshore Boulevard and Pleasant Valley Road Intersection Trailhead (Looking West). Existing grade is shown in red, dashed line.



# The Basin Zone

**Create a dramatic, climbable landform with a water element at the corner of the Lakeshore Boulevard and Pleasant Valley Road in order to attract children to exercise and explore and learn about nature and water.** This important and most visible corner of the Park has the most land area or width, as discussed above. See Photo 5. Today, it functions as a visual open space with both shade trees and Crepe Myrtles that are randomly planted throughout this space. This landform or mound could have a spiraling trail to the top, allowing 180-degree views of this unique spot in the Park, and allowing viewers to understand the connection to the adjacent parkland, across Pleasant Valley. This mound, the Rocky Spring Overlook, be constructed of limestone blocks, with native vegetation and shade trees, similar to that constructed at Lou Neff Point, and could water flowing down from the top in runnels along the trail's edge, and into the proposed Arroyo, passing under the main Trail near the Shoreline and into the Basin. This feature would create a dramatic entry point to the park and a significant attraction and learning opportunity for children and adults.

**Construct a small shade structure with seat wall below to function as an Outdoor Classroom.** This community-oriented, open-air structure is located on the slope down, to the southwest of the Rocky Spring Overlook, between a new upper branch trail and the existing lower main Trail that hugs the shoreline. The Outdoor Classroom could hold classes of up to 30 people for yoga, nature plants and watershed protection learning, art, health and fitness, tai chi, etc.

**Create a Native Orchard surrounding the western approach to the Rocky Spring Overlook.** This orchard would fill the spaces between the sidewalk and the Outdoor Classroom on either side of the trail segments in this area, creating an “edible landscape” zone. There could be a mix of different types of fruiting and flowering trees that would also create color and attract pollinators – beneficial birds and insects.

**Create a trailhead, with outdoor showers and restrooms located near the street intersection.** The 2008 The Trail Vision Plan recommended a trailhead near this location, which would also serve to connect the Southeast Shore area to the Roy G. Guerrero Metropolitan Park, with its new disk golf trail and the Country Club Creek Trail, immediately across Pleasant Valley Road.



View from Shoreline of the Basin Zone



View of Habitat Cove

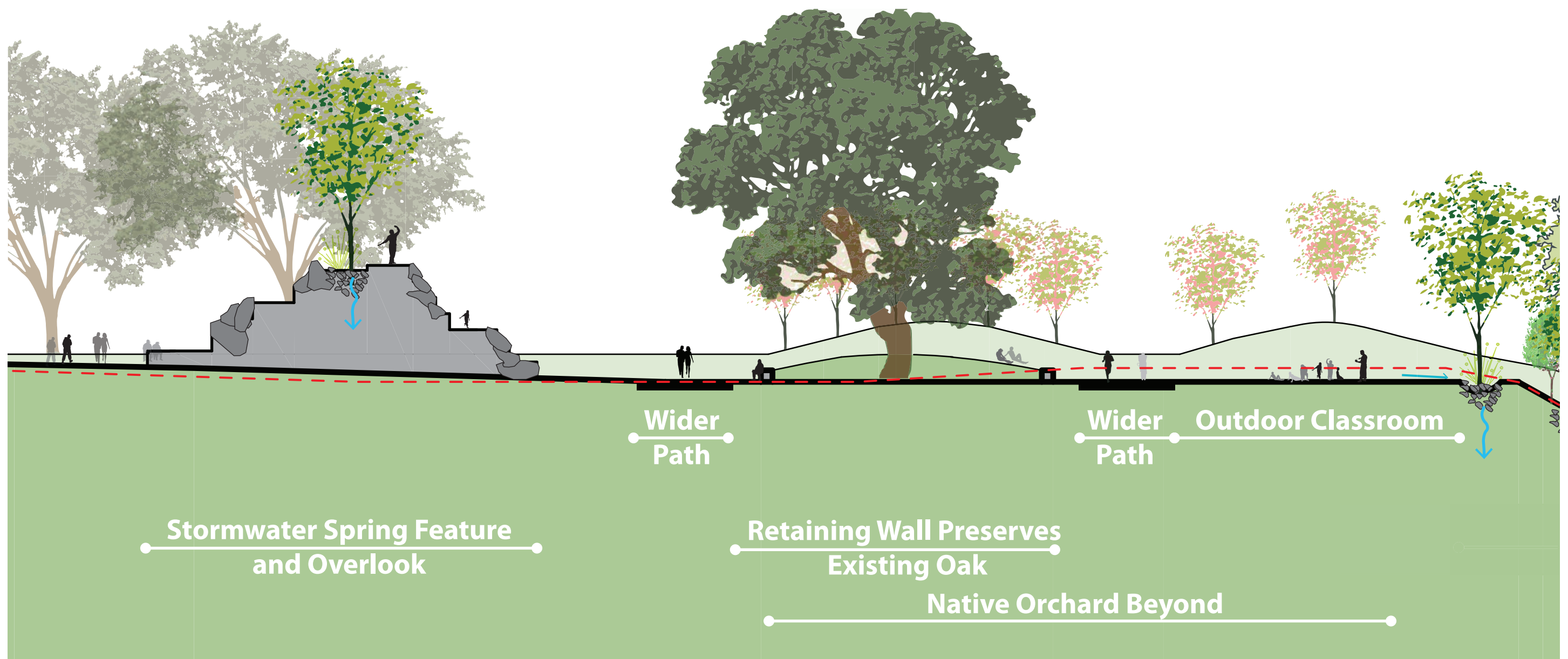


View Looking Toward Intersection of Pleasant Valley Road and Lakeshore Boulevard



View of S.E. Corner of Park at Lakeshore Blvd. and Pleasant Valley Rd. Looking N.







# The Longhorn Shores Zone

See Plan of the Longhorn Shores Zone on right, and the overall, Existing and Proposed Cross-Sections that are cut through the entire parkland site and the Pleasant Valley public right-of-way on page 24. This long and relatively wide area of the Park, called Longhorn Shores Park, is today the most “wide-open” feeling area, with nice breezes and great views westward to Downtown, but very little shade, particularly where it is most needed, along the Trail. The existing Trail departs from the Basin Zone and meanders northward toward the Longhorn Dam, through the main open space of this area which is flanked by Pleasant Valley Road on its eastern edge, which is ramping up to cross Lady Bird Lake at the northern end of the Southeast Shore area. The Trail does not extend to directly connect to the dam, but crosses under Pleasant Valley Road through a long, narrow and low tunnel to connect with the Krieg Softball Complex and Colorado River Park, which are on the east side of the road. Major transmission lines pass across Pleasant Valley Road and the Park on their way to the Holly Substation on the north side of Lady Bird Lake. These lines and their 100-foot wide easement constrain the height and types of trees that may be planted underneath them, as can be seen in the Proposed Sections at Longhorn Shores on page 24. The easement also limits activities that can take place under them, and prohibits most structures. One of the transmission line towers is located in this area of the Park, and its concrete base has become the canvas for public art: a mural honoring the late “Selena”.

## In the Longhorn Shores Zone, the Master Plan recommends to:

**As described in the Parkwide Improvements section above, introduce sidewalks and a two-way cycle track along the western, park-side edge of Pleasant Valley Road that could continue across its bridge.** In much of this section, only understory (shorter) trees may be planted, per Austin Energy regulations for overhead electric easements.

**Realign the main Trail, so that it hugs the shoreline as a “City View Promenade”, and allows for a larger, open play area.** The shoreline of Longhorn Shores, straightened when the dam was constructed, provides a smooth, long stretch to walk and take in views of Lady Bird Lake and its parklands. The Trail will become a special promenade, with decks and benches along the trail to sit and observe the view. The shore along this edge would have gently sloped terraces and submerged, vegetated banks with aquatic plants, in order to enhance the shoreline’s important ecological function while creating an great experience for the Trail user.

**Create a Habitat Overlook located on the axis of the most significant pedestrian crossing of Pleasant Valley Road.** This pier structure would be built as an invitation to park-goers to linger and enjoy both the views, as well as the plant life and wildlife. There would be interpretative features incorporated in this and other areas of the park that could come alive through a special app, as well as through a way-finding system that highlights nature and the watershed.



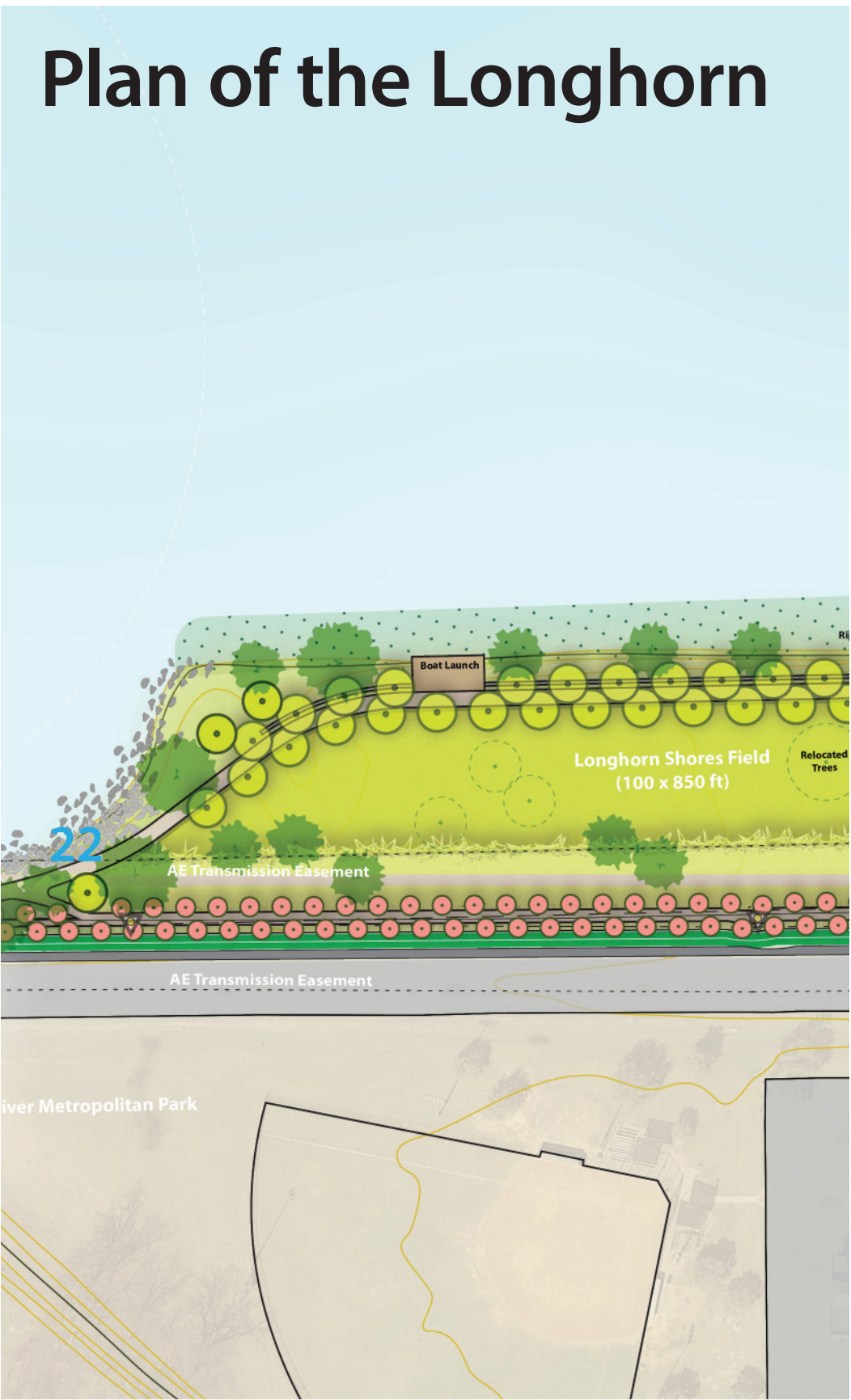
19

View of Longhorn Dam Looking North



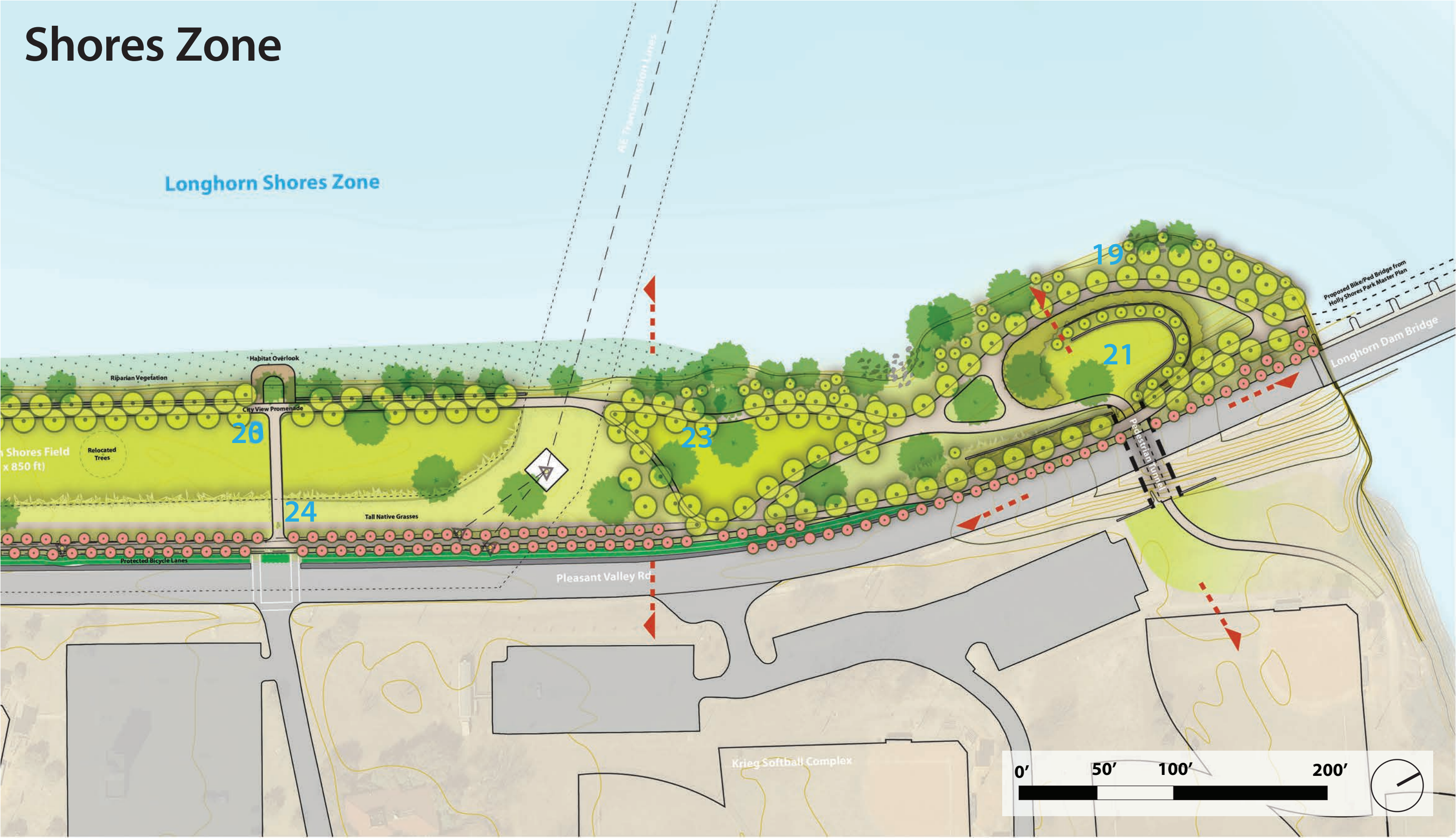
20

View of Shoreline on Longhorn Shores Looking South





# Shores Zone





# The Longhorn Shores Zone

**Replace the existing pedestrian tunnel, with a much wider and taller undercrossing of Pleasant Valley Road.** This tunnel feels dangerous to most Trail users, and its replacement has become a high priority for the community. It is very long and dark, and only about six feet wide by seven feet tall. With the increasing number of Trail users – both for daily travel and recreational purposes, it is important that a new undercrossing is built. See Photo 3.

**Create a Sunken Lawn as an entry space to the Pedestrian Undercrossing.** Because a more generous opening is desired for the undercrossing, this whole area will need to be re-graded to a lower elevation, so that a higher - perhaps arched - passageway may be created. The Master Plan proposes creating a sunken garden here that gradually steps the surrounding, higher land areas down through planted terraces. The Sunken Lawn can function as a rain garden or bio-infiltration area, allowing for stormwater runoff to be filtered through a special mix of sandy and rocky soils below.

**Allow the main Trail to access the future, proposed pedestrian and bicycle bridge parallel to and immediately west of Longhorn Dam.** As described in the parkwide Improvements section above, the City of Austin will be conducting community meetings to help determine the most appropriate bicycle and pedestrian improvements for part of Pleasant Valley Road, which today presents challenges to both riders and walkers.



21

View of West Entry of the Existing Pedestrian Tunnel



22

View of Existing Trail Next to Pleasant Valley Road Looking North



23

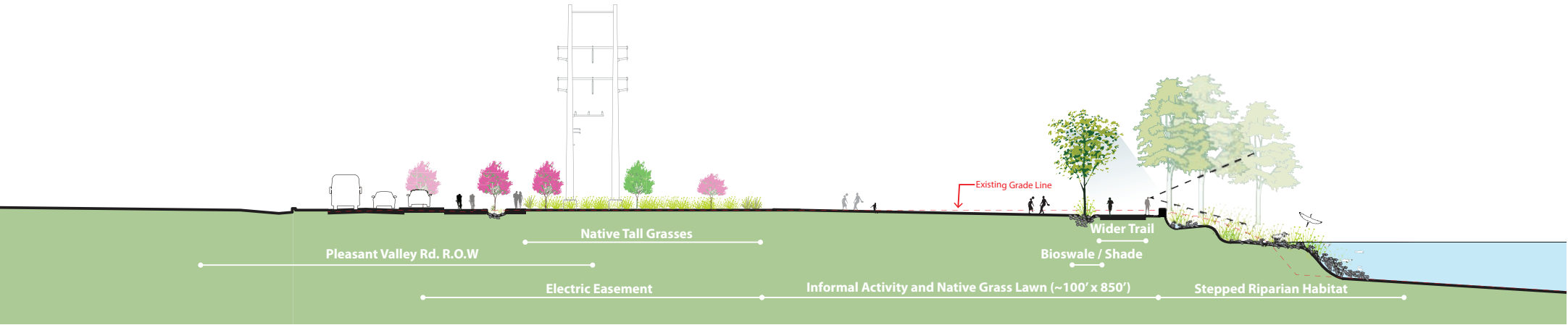
View of Existing Split in Trail Up to Pleasant Valley Road



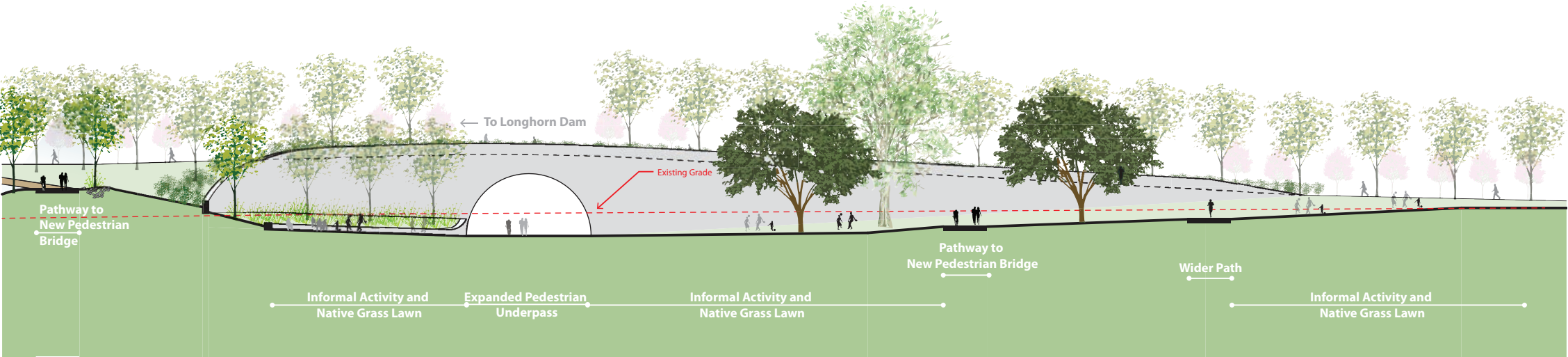
24

View to Proposed Pathway Connection to Habitat Overlook from Krieg Softball Complex Looking West

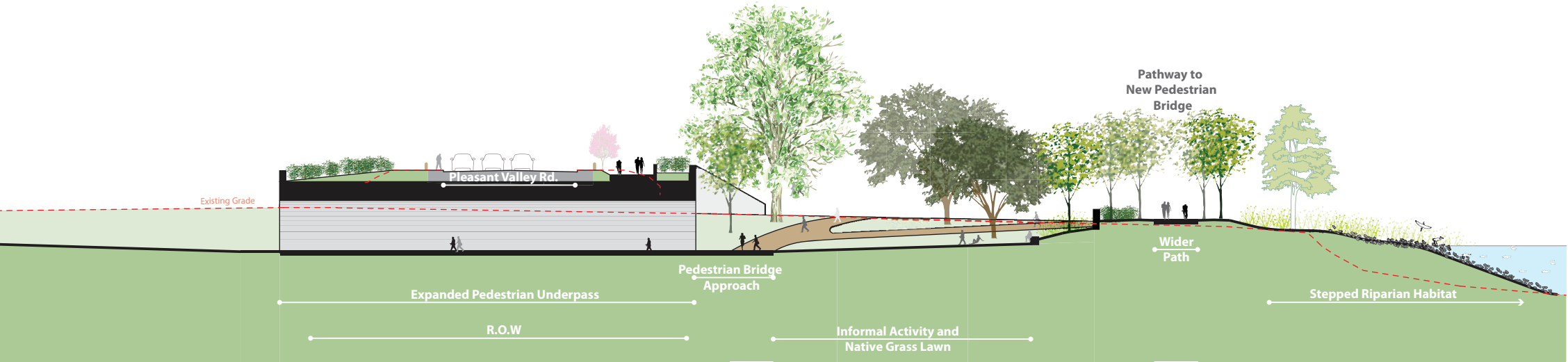




Proposed Section at Longhorn Shores (Looking South). Existing grade is shown in red, dashed line.



Proposed Section at Pleasant Valley Road Pedestrian Underpass (Looking East). Existing grade is shown in red, dashed line.



Proposed Section at Pleasant Valley Road Pedestrian Underpass (Looking South). Existing grade is shown in red, dashed line.



# Implementation

It is crucial that the City of Austin have a community-supported, City Council-adopted master plan in place that can guide the design, construction and maintenance of future improvements. This Master Plan recommends approximately \$27 million of improvements across the five character zones of the site. (See the Budget Estimate by Zone table on the right.)

The Austin City Council will soon review this draft of the Butler Trail at Lady Bird Lake Southeast Shore Master Plan, which has been positively recommended throughout the Boards and Commissions review process. After adoption, the Master Plan would be finalized to include any adjustments or revisions per the City Council's direction, and the Plan would be incorporated into the Parks and Recreation Department's Long Range Plan.

### Priorities and Phasing

The Master Plan recommends that the Boardwalk Landing Zone and the pedestrian and bicycle improvements associated with Pleasant Valley Road be given the highest priority for implementation, as these improvements are needed to address the already increased bicycle and pedestrian traffic in these zones. The Boardwalk Landing Zone and the Pedestrian Undercrossing ranked as the top priorities in the Community Open House conducted in March 2014.

Many of the projects, such as the Rocky Spring Overlook, the Cypress Hollow or the Palapa Overlook, could be implemented at any time, as partners with funding are identified. These kinds of more signature features provide for naming opportunities for these potential partners.

### The Implementation Process

Typically, the City of Austin would establish budgets for implementing the priority projects in the Master Plan within the appropriate City of Austin departmental Capital Improvement Program (CIP) plans. First, the limits of a phase or a discrete project would be clearly described and funds for design and engineering budgeted. The Budget Estimate of the Master Plan provides order-of magnitude costs

that are meant to help the City and other funding partners to understand the relative costs of the different zones and the bigger, individual projects within each zone. Then, a solicitation for the design and engineering services would be launched for such a specific project, and a design team would be selected. As the Master Plan provides only a general vision, guiding principles and recommendations for improvements, a much more detailed planning and design effort is required and is the next step. Once the design and engineering takes place for a project, then plans would be bid and the project constructed. These design and construction of the projects could be funded through bond funds, the City's general budget, special grants, public and private non-profits, and/or by private parties. Many times, it can be a combination of several of these sources, with the City acting as the overall manager of the project.

### The Budget Estimate

With the help of civil engineer Urban Design Group, a planning-level Budget Estimate was developed for all of the improvements within each of the five character zones. The bigger categories of costs common to each zone were are listed below.

#### Construction “Hard” Costs:

- Site Work (mobilization, environmental controls, grading and excavation, drainage, retaining walls, demolition, relocation of existing trees, etc.)
- Trail Improvements and Other Hardscape
- Landscape (new trees and landscape, irrigation)
- Riparian Enhancements (submerged earthen benches, aquatic vegetation,)
- Site Furnishings (benches, picnic tables, waste bins, water fountains, bike racks, etc.)
- Contingency (a 20% contingency is added to the “hard” or construction cost total.

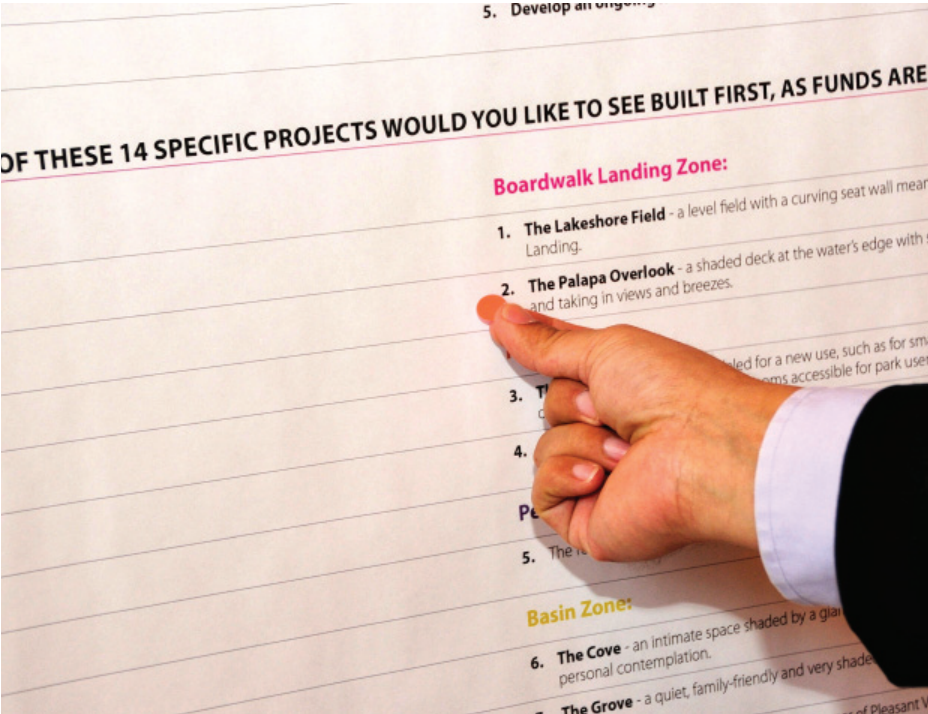
#### “Soft” Costs

- Surveying and permitting costs are estimated at 10% of the construction cost.
- Design and engineering costs are estimated at 15% of the construction cost.
- The City of Austin's Art in Public Places (AIPP) allocation is estimated at 2% of the construction cost.

Improvements that are unique to a particular zone were estimated as individual projects, and are included within the particular zone's budget in which they are located. The key larger, individual projects are listed below, per zone.

- The Boardwalk Landing Zone: the Serpentine Seatwall and the Palapa Overlook
- The Hostel Zone: the renovations of the existing Hostel Building, its parking lot and proposed, new shaded terraces and entrance
- The Peninsula Zone: the renovations of the existing Outlook Shelter and the Gazebo
- The Basin Zone: the Outdoor Classroom, the Trailhead and Restrooms and the Rocky Spring Overlook
- The Longhorn Shores Zone: The Promenade, the Boat Launch, the Habitat Overlook and the Pedestrian Undercrossing of Pleasant Valley Drive

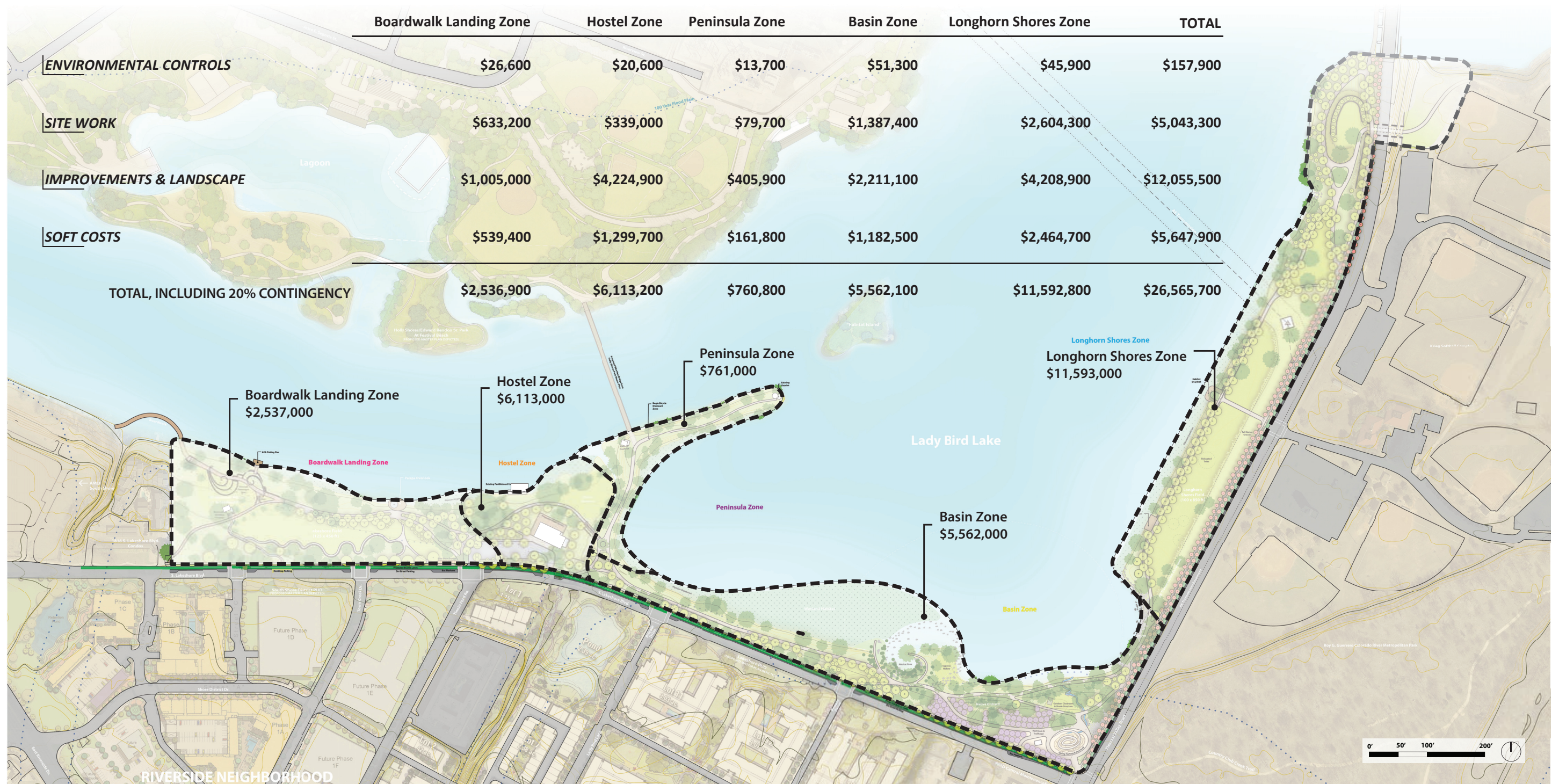
Note: The following items are not included in the Master Plan Budget Estimate: the BikeShare station along Lakeshore Boulevard; and the two-way cycle tracks on Lakeshore Boulevard and Pleasant Valley Road, as plans for these projects would be developed by the City's transportation department.



Members of the community weighing in on priorities at the Community Open House.



## Budget Estimate by Zone





## Appendix: Public Engagement Documentation

The Trail Foundation (TTF), McCann Adams Studio and the City of Austin's Parks and Recreation Department and Public Information Office collaborated in designing and conducting eight meetings, two TTF Board meetings, three community-wide meetings, an on-line survey and a Saturday morning "on-the-trail" input.

These meetings started with the Project Kick-Off in June 2013 and were completed with the Community Open House held at City Hall in March 2014. The input - in the form of suggestions, concerns and priorities - received at each of these meetings is documented on the Ideas and Comments Map on facing pages 29 and 30.

### Summary of Key Meetings and Milestones:

## June 2013

- Project Kick-Off / Site Tour

### July – August 2013 (Existing Conditions & Opportunities Analysis Phase)

- City Of Austin Technical Advisory Group Meeting #1
- Adjacent Property Owner Focus Group Meeting #1
- Stakeholder Working Group Meeting #1

## October 2013

- Community Workshop #1 to Understand Issues and Opportunities

### January 2014 (Preliminary Master Plan Concepts Phase)

- Project Briefing to Parks & Recreation Board's Land & Facilities Committee
- Stakeholder Working Group Meeting #2
- Launch of Public and Media Outreach (Speak Up Austin, FB, Interviews, Media Coverage, etc.)
- On-The-Trail Input Received
- Community Workshop #2 to Consider Master Plan Concepts

## February - March 2014 (Draft Master Plan Recommendations)

- Consultant Develops Master Plan Draft with Recommended Improvements
- City of Austin Technical Advisory Group Meeting #2
- Adjacent Property Owner Focus Group Meeting #2
- Community Meeting #3 - Open House at City Hall to Consider Master Plan Recommendations

## 2014 Boards & Commissions Review:

**April 14th:** Land & Facilities Committee of the Parks & Recreation Board (recommended)

**April 16th:** Environmental Board (recommended)

**April 28th:** Design Commission (recommended)

**May 12th:** Waterfront Planning Board (recommended)

**May 13th:** Planning Commission (recommended)

**May 27th:** Parks & Recreation Board (recommended)

**August 7th: City Council scheduled public hearing**

**Project Website:**

[http://www.austintexas.gov/department/  
ann-and-roy-butler-trail-southeast-shore-master-plan](http://www.austintexas.gov/department/ann-and-roy-butler-trail-southeast-shore-master-plan)



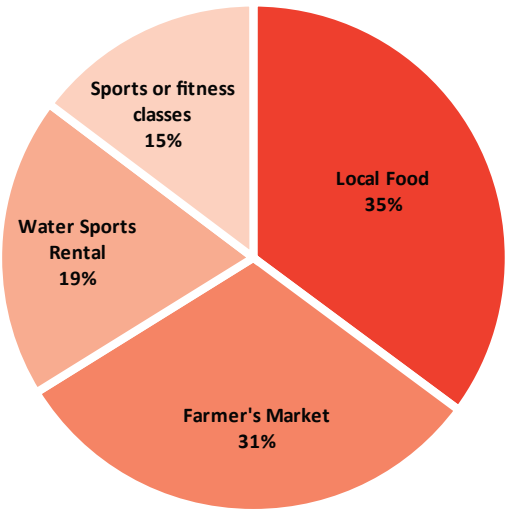


# Online Survey Results

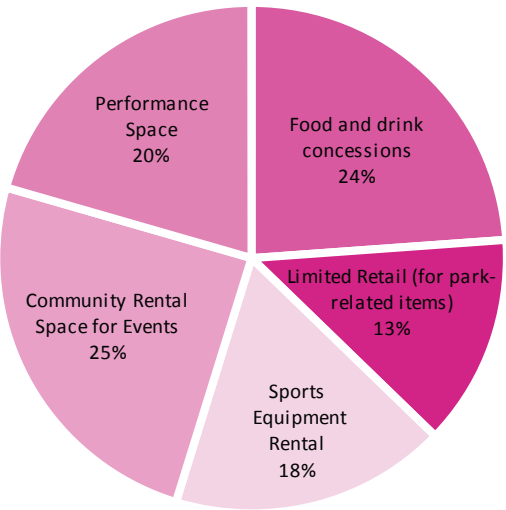
## September 30, 2013 - March 24, 2014

An on-line survey was launched in September 30, 2013 and stayed open until the Community-Wide Open House on March 24, 2014. Over 900 responses were received. Besides basic demographic information, the survey asked questions about their current use of the Trail and Park; what uses, facilities and improvements they would prefer seeing in the Master Plan. Responses to five of the key questions are provide below in the pie charts.

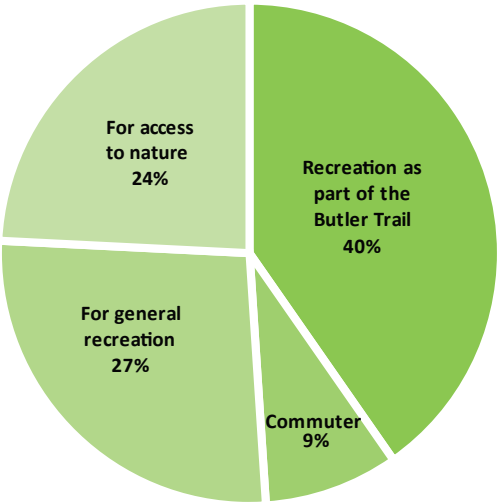
If more concessions were provided, what would you most like to see?



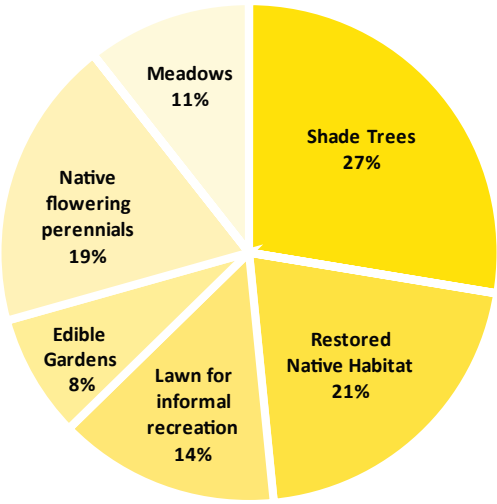
In the future, the Hostel building could have another use. What would you most like to see?



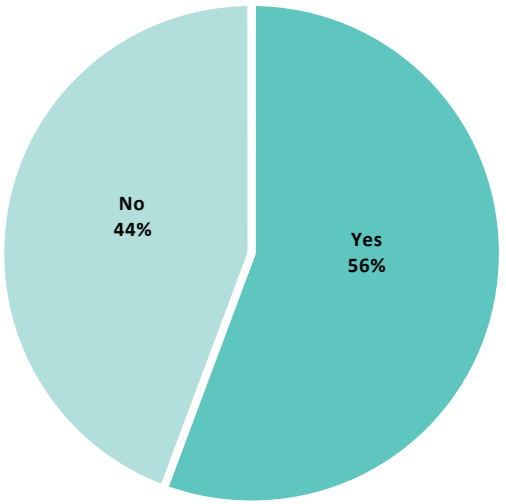
How would you like to use this part of the Park?



What kinds of landscape would you like to see?

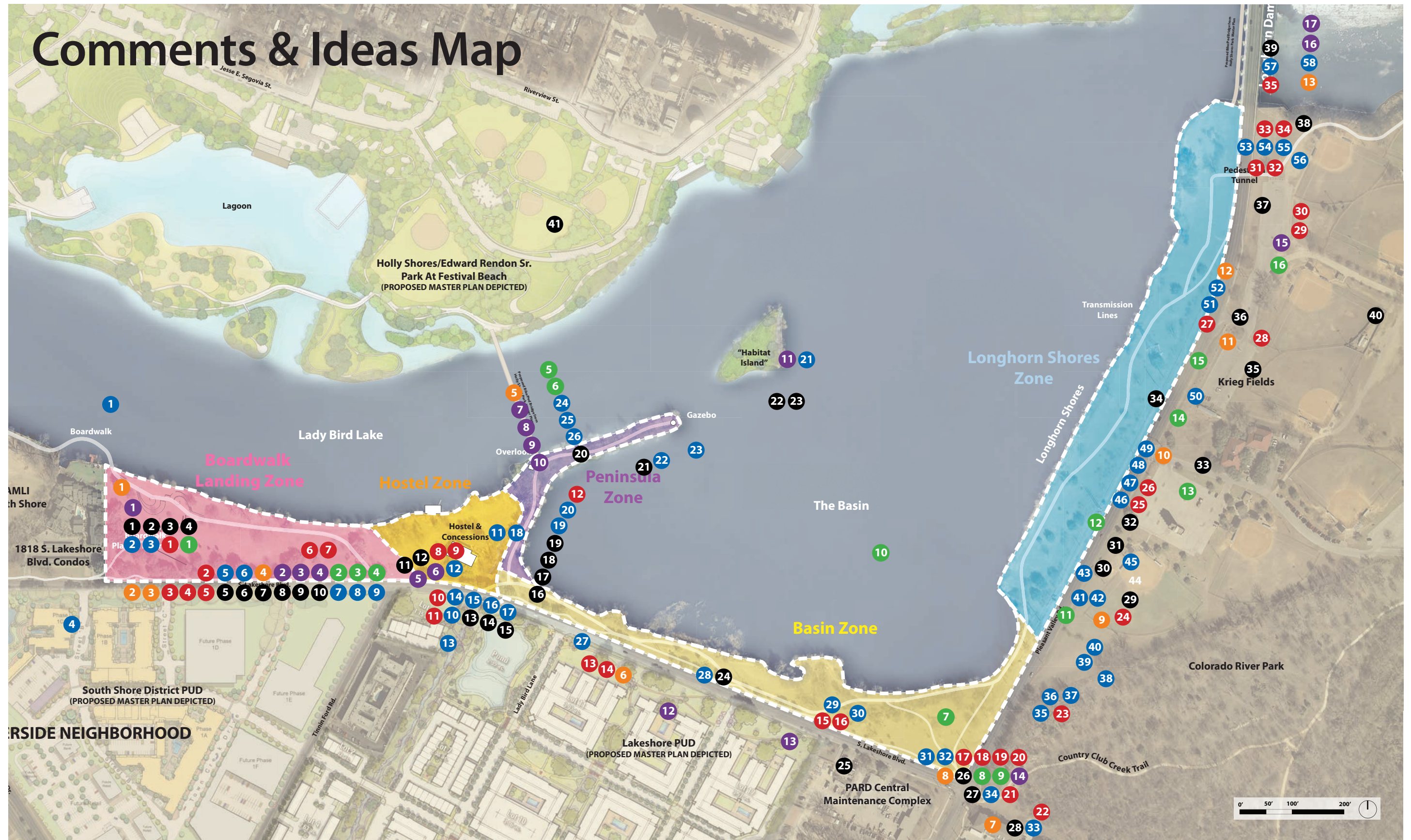


Do you currently use Lady Bird Lake for water sports- kayaking, paddle boarding, canoeing?





# Comments & Ideas Map





	Working Group Meeting Jun. 10, 2013	Adjacent Residents Aug. 16, 2013 & Feb. 28, 2014	City of Austin Staff Aug. 19, 2013 & Feb. 20, 2014	Community Workshop #1 Oct. 17, 2013	On-Trail Outreach Jan. 18, 2014	Community Workshop #2 Jan. 29, 2014
Park-Wide	<ul style="list-style-type: none"> <li>Preserve natural character of park.</li> <li>Dogs are big issue.</li> <li>Park is too small for off-leash dog area.</li> <li>The park's shallowness in depth is challenging.</li> <li>Don't put parking on parkland: make use of street parking to serve park.</li> <li>Colorado River Park's existing parking lots could serve the Southeast Shore.</li> <li>Create places to experience shoreline, i.e. views, i.e., Manage invasive plants.</li> <li>Provide places where people can contact water.</li> <li>Enhance wildlife habitat.</li> <li>Create bird-friendly places that punctuate/penetrate riparian ecosystem (docks, shelters, etc.), where bird-viewing is possible, places without through-traffic.</li> <li>Trail should not be lit, so natural character is kept.</li> <li>Add water fountains throughout the park.</li> </ul>	<ul style="list-style-type: none"> <li>New residents with dogs will primarily use on-property open space for dog relief.</li> <li>If an off-leash dog area is proposed, fence it.</li> <li>New residents are interested in accessing health, fitness, yoga and entertainment in park.</li> <li>Increase number of water fountains and restrooms in park.</li> <li>Safety, security and lighting should be the priorities.</li> <li>Build docks for kayaks, paddleboards and other on-water activities.</li> <li>Property managers will host volunteer days for trash pick-up, invasives removal, or even crape myrtle pruning.</li> <li>Keep Austin Beautiful (KAB) could facilitate South Shore District volunteer maintenance activities.</li> </ul>	<ul style="list-style-type: none"> <li>No new structures should be allowed within 100 feet of shoreline.</li> <li>Minimize paved surfaces in park and create cycle tracks along Pleasant Valley Rd. and Lakeshore Blvd.</li> <li>Maintain and repair riparian zone.</li> <li>Remove invasive species throughout park.</li> <li>Use The Wildflower Center's drought resistant Habiturf for lawn areas.</li> </ul>	<ul style="list-style-type: none"> <li>Make sure that Park Rangers patrol the area for safety.</li> <li>Provide many benches and trash containers along the Trail.</li> <li>Install dog waste stations.</li> <li>Keep the shoreline natural.</li> <li>Make the park child- and family-friendly.</li> <li>Keep the park pristine.</li> <li>Allow for informal use of areas instead of creating spaces for formalized activities.</li> </ul>	<ul style="list-style-type: none"> <li>Provide more parking.</li> <li>Keep the trail flat.</li> <li>Make the trail safer.</li> <li>Have lots of trees.</li> <li>Provide different kinds of activities every half mile, i.e. ramps, exercise blocks, pull up bars.</li> <li>Provide water stations- with fountains and bottle spigots every mile.</li> <li>Provide more pet bags.</li> <li>Create art installations that also function as workout stations.</li> <li>Provide more restrooms.</li> <li>Have fewer events.</li> </ul>	<ul style="list-style-type: none"> <li>Provide dog waste stations frequently throughout park.</li> <li>Provide trash and recycling receptacles.</li> <li>Don't allow paid parking meters along Lakeshore Blvd. or Pleasant Valley Rd.</li> <li>Don't allow further commercialization or concessions in park land.</li> <li>Provide more picnic tables and benches.</li> <li>No concrete or impervious surfaces allowed on parkland.</li> <li>Keep park natural.</li> <li>No off-leash dog areas permitted.</li> <li>Increase frequency of trash pickup in along water's edge.</li> <li>Maintain 25' buffer from water's edge to trail.</li> <li>No large events allowed in this segment of parkland.</li> </ul>
Boardwalk Landing Zone	<ol style="list-style-type: none"> <li>Limit paved areas and create more shade.</li> <li>Address conflict between peds and cyclists, as The Trail serves an important transportation role.</li> <li>Allow recreational cycling next to shoreline.</li> <li>Boardwalk may or may not be open 24 hrs – consider appropriate lighting.</li> </ol>	<ol style="list-style-type: none"> <li>If 24-hour access to Boardwalk is implemented, provide lighting for increased safety.</li> <li>Disliked the secondary trail that was depicted coming closest to 1818 S. Lakeshore Blvd. Condos.</li> <li>No additional trees obstructing views to park from 1818 S. Lakeshore Blvd. Condos.</li> <li>Create a small event space in the park for performances and pop-up events around XSXW and other festivals.</li> </ol>	<ol style="list-style-type: none"> <li>Continue concrete surface from Boardwalk to proposed, cycle tracks on Lakeshore Blvd. at no more than 5% slope.</li> <li>Re-grade open space for pick-up soccer and other informal recreation.</li> <li>Create small events space near boardwalk landing.</li> <li>Seat wall could use a similar wall to the 'Between the Bridges' project with TTF.</li> <li>Priority should be the seat wall/tawn space along Lakeshore drive for new users from Boardwalk.</li> <li>Build dock structure over new stormwater outlet, and maintain access for service.</li> <li>Create a dual trail (separtated bike &amp; ped peathways) from Boardwalk Landing Zone to Lakeshore Blvd.</li> </ol>	<ol style="list-style-type: none"> <li>Provide trailhead concessions, like snacks and water.</li> <li>Minimize food concessions due to the trash that these produce.</li> <li>Provide water sports rental.</li> <li>Provide dock or viewpoints from land.</li> <li>Provide more bicycle parking.</li> <li>Farmers market would be nice in this area.</li> <li>Small events space for families of slightly larger groups.</li> <li>No amplified music.</li> <li>Free [unscheduled] activity area.</li> <li>No formal fields.</li> </ol>	<ol style="list-style-type: none"> <li>Provide more water fountains.</li> <li>Keep running trails separate from bike trails.</li> <li>Create kids play areas.</li> <li>Provide exercise stations.</li> </ol>	<ol style="list-style-type: none"> <li>Designate space for sports vs. recreational use to reduce water navigation conflicts.</li> <li>Do not allow more boat launches.</li> <li>Provide launch for personally-owned paddle boards, canoe, kayak and small sail boats.</li> <li>Need visual clearance for exiting driveways onto Lakeshore Blvd.</li> <li>Protect Lower Colorado River Authority (LCRA) trees.</li> <li>Widen trail for shared use.</li> <li>Provide exercise stations for public use.</li> <li>Allow pop-up art installations.</li> <li>Plant native grasses.</li> </ol>
Hostel Zone	<ol style="list-style-type: none"> <li>Reconsider creating a new trailhead near Hostel, given conflicts with hostel parking.</li> <li>Provide more restrooms along the Trail, as Hostel restroom is often used by trail users.</li> </ol>		<ol style="list-style-type: none"> <li>Remove non-functioning stormwater outlet.</li> <li>Add railing along concrete path to the paddle board concession to meet ADA standards.</li> <li>Add trailhead functions.</li> <li>Lakeshore Blvd. two-way cycle tracks, could be completed as soon as the road is repaved.</li> </ol>	<ol style="list-style-type: none"> <li>Provide bicycle parking for concessions.</li> <li>Confine concessions to this zone.</li> <li>Do not add more concessions.</li> <li>Keep Hostel functioning at this location.</li> <li>No metered street parking – parking should be free for park users.</li> </ol>		<ol style="list-style-type: none"> <li>Allow light food and drink service.</li> <li>No space provided for off-leash dog areas.</li> <li>Plant more shade trees.</li> <li>Concessions should be located out of park.</li> <li>Leave hostel in park. (8)</li> <li>Hostel should become community rental space.</li> <li>Hostel should become an event rental space.</li> <li>Dougherty Arts Center should move to hostel site.</li> <li>Allow an off-leash dog area.</li> </ol>
Peninsula Zone	<ol style="list-style-type: none"> <li>Proposed ped bridge landing to Holly Shores should be located as far from tip of peninsula as possible to preserve quiet, bird habitat. Perhaps prohibit bike access to peninsula.</li> <li>Implement proposed ped bridge to Holly Shores: it will help connect Hostel visitors.</li> <li>Proposed bridge could become a hangout space.</li> <li>Any new bridges should provide sufficient clearance for non motorized water crafts.</li> <li>"Habitat Island" is known as "Snake Island" - a popular party venue on full moons.</li> </ol>	<ol style="list-style-type: none"> <li>Implement the proposed ped bridge to Holly Shores.</li> </ol>	<ol style="list-style-type: none"> <li>Dismount Zones for Bikes: Usually dismount zones are in populated areas where they are enforced. The best practice for dismount zone design is to provide bike racks and good sized landing areas before the start of dismount zone. Make sure there are these accommodations near the peninsula.</li> </ol>	<ol style="list-style-type: none"> <li>Keep this zone natural.</li> <li>Keep this zone quiet.</li> <li>Clear the invasives, especially ragweed.</li> <li>Protect the riparian zone.</li> <li>Build a new pedestrian bridge by dam instead.</li> <li>Keep the water and trail connections limited (i.e., don't allow continuous view - and dog access - to the water).</li> <li>Don't allow people on the Habitat Island off the tip of the Peninsula.</li> <li>Provide an outdoor classroom for canoers on the Habitat Island</li> </ol>	<ol style="list-style-type: none"> <li>Likes the pedestrian bridge connection to Holly Shores Park Master Plan.</li> <li>Does not like the pedestrian bridge connection to Holly Shores Park Master Plan.</li> </ol>	<ol style="list-style-type: none"> <li>Allow a sculpture park.</li> <li>Provide public art opportunities.</li> <li>Keep Habitat Island preserved.</li> <li>Keep peninsula preserved.</li> <li>Like existing gazebo at end of peninsula.</li> <li>Like bridge connecting to Holly Shores. (6)</li> <li>Don't like bridge connecting to Holly Shores. (18)</li> <li>Need clearance for boats under bridge.</li> </ol>
Basin Zone	<ol style="list-style-type: none"> <li>Cypress "Paseo" will be a place where peds will cross Lakeshore Blvd.: create and designate this crossing clearly.</li> <li>Access is critical across Lakehore Blvd.: consider installing "Hawk" (pedestrian-activated) signals.</li> <li>Develop a trailhead at Lakeshore/Pleasant Valley Road intersection linking to Country Club Creek Trail, that includes parking, amenities, way-finding, etc.</li> </ol>	<ol style="list-style-type: none"> <li>Provide designated crosswalks and possibly pedestrian-activated crosswalk.</li> <li>Improve public street-lighting on Lakeshore Blvd. and Pleasant Valley Rd.</li> <li>Provide quiet places for yoga/Zen garden as well as cross-fit/boot camp space at intersection of Pleasant Valley Rd. and Lakeshore Blvd.</li> </ol>	<ol style="list-style-type: none"> <li>Provide better lighting, sidewalk and pedestrian cross-walks along Lakeshore Blvd.</li> <li>Propose two-way cycle tracks and parallel parking along Lakeshore Blvd.</li> <li>Remove debris, improve landscape and water quality near the "Cove".</li> <li>Create a vegetated embankment at the "Cove".</li> <li>Add access to trail from Lakeshore Drive Sidewalks and proposed crossings.</li> <li>Create stormwater/landscape feature.</li> <li>Stormwater feature needs to function without water.</li> <li>No restroom needed at a trailhead.</li> <li>Make entrance to LBL Park at Pleasant Valley and Lakeshore Blvd. a gateway to trail systems.</li> <li>Connection to Country Club Creek is a priority.</li> <li>More parking requires ADA parking stalls.</li> </ol>	<ol style="list-style-type: none"> <li>Protect riparian zone.</li> <li>Connect the trails from the new developments along Lakeshore to Butler Trail.</li> <li>Create a "food forest", with native trees like pecan, at the corner of Pleasant Valley and Lakeshore Blvd.</li> <li>Provide trail concessions like snacks and water.</li> <li>Make pedestrian crossing make safer and allow left turn from Lakeshore.</li> </ol>	<ol style="list-style-type: none"> <li>Create a protected water play area for kids.</li> <li>Provide an exercise station.</li> <li>Create something that will activate area.</li> <li>Create a sailing Olympic triangle.</li> </ol>	<ol style="list-style-type: none"> <li>No food trailers allowed.</li> <li>On-leash water access for dogs.</li> <li>Need conversation with Watershed Protection Department about the "Cove" improvements.</li> <li>Like the plans for the "Hollow".</li> <li>Like increasing the number of native plants.</li> <li>Need a barrier between park and traffic.</li> <li>Provide safe connection to Country Club Creek Trail.</li> <li>Allow for view of lake from trail.</li> <li>Provide a small fishing pier to preserve landscape from being trampled.</li> <li>Provide launch for personally owned paddle boards, canoe, kayak and small sail boats.</li> <li>Don't allow street vendors.</li> <li>Like the rain garden idea.</li> <li>Provide safe crossing to Guerrero Park.</li> </ol>
Longhorn Shores Zone	<ol style="list-style-type: none"> <li>Make explicit and improved connection(s) to Colorado River Park.</li> <li>Austin Energy is looking at options for renovating the dam, one of which may be the construction of a labyrinth weir on top of an existing foundation located on the east side of the dam structure and removal of existing mechanical gates.</li> <li>Foot of Longhorn Dam (east side) is a great place for birds, but not a good place to observe birds.</li> <li>Colorado River Park's existing parking lots could serve the Southeast Shore.</li> </ol>	<ol style="list-style-type: none"> <li>Install sidewalks along Pleasant Valley Rd.</li> <li>Larger events should take place on Longhorn Shores.</li> <li>Provide multiple boat launches for kayaks on north end of Longhorn Shores.</li> <li>Consider a dog park at Longhorn Shores that would address a regional need, but may be too distant for residents' daily use.</li> <li>Longhorn Dam/Pleasant Valley Bridge improved to provide for safer passage for bikes and pedestrians</li> </ol>	<ol style="list-style-type: none"> <li>Sidewalk improvements on Pleasant Valley Rd.</li> <li>Straight edge of the lake for the promenade creates an opportunity to stroll and view the lake.</li> <li>Prefer meandering trail rather than promenade.</li> <li>Boat launch to align with entry to Krieg Fields.</li> <li>Provide left turning lane for entry to both Krieg Fields and boat launch.</li> <li>Add pedestrian islands and make sure crossings align with the Krieg Field driveways.</li> <li>Pleasant Valley Rd. currently envision a northbound pedestrian sidewalk and bike lane and a southbound trail and pedestrian bridge.</li> <li>Provide solid surface for dog entry into water to reduce shoreline erosion.</li> <li>Define a specific fenced-in area for dogs.</li> <li>Ped. Bridge can land at floodplain elevation not at grade with the Pleasant Valley Rd.</li> <li>Make the connections from Pleasant Valley Rd. feel like a gateways to LBL park and trail.</li> <li>Creating connections under the dam and across Pleasant Valley will join park systems.</li> </ol>	<ol style="list-style-type: none"> <li>Keep/facilitate the fruit truck vendor.</li> <li>Create informal fields for pick-up games.</li> <li>Make picnic tables available for neighborhood use.</li> <li>Don't allow big festivals.</li> <li>Formalize edge of Pleasant Valley with parking, cycle tracks and sidewalks.</li> <li>Protect the riparian zone.</li> <li>Provide cycle tracks from Lakeshore Blvd. to Longhorn Dam on west side of Pleasant Valley Road.</li> <li>Maintain new trees and landscaping.</li> <li>Improve/widen the existing pedestrian tunnel.</li> <li>Create bicycle access from Riverside Drive to Cesar Chavez Street.</li> <li>Build new pedestrian bridge near Longhorn Dam.</li> </ol>	<ol style="list-style-type: none"> <li>Create something that will activate area.</li> <li>Provide a boat launch.</li> <li>Create better defined trails near baseball fields.</li> <li>Provide a water station.</li> <li>Provide a better top dressing on trail.</li> <li>Make the sidewalk going uphill to Longhorn Dam safer and wider.</li> </ol>	<ol style="list-style-type: none"> <li>Don't allow food trucks.</li> <li>Provide more shade.</li> <li>Plant native plants.</li> <li>Keep visual access to lake.</li> <li>Provide pedestrian crossings across Pleasant Valley Rd.</li> <li>Replace wood fence with art panels.</li> <li>Trail needs directional signage.</li> <li>Doesn't want promenade structure.</li> <li>Doesn't want overlook into water.</li> <li>Plant more trees.</li> <li>Keep graffiti art. (2)</li> <li>Provide launch for personally owned paddle boards, canoe, kayak and small sail boats.</li> <li>No boat launch wanted. (2)</li> <li>Want an off-leash dog park. (6)</li> <li>Water entry in off-leash dog park.</li> <li>Do not want an off-leash dog park. (5)</li> <li>Provide lighting for pedestrian underpass.</li> <li>Like pedestrian bridge.</li> <li>Maintain four-lane road layout on Pleasant Valley Rd. at Longhorn Dam.</li> </ol>
Other				<ol style="list-style-type: none"> <li>Reduce glare created from Krieg Fields lighting.</li> <li>Reduce glare from Austin Energy sports lights.</li> </ol>		



